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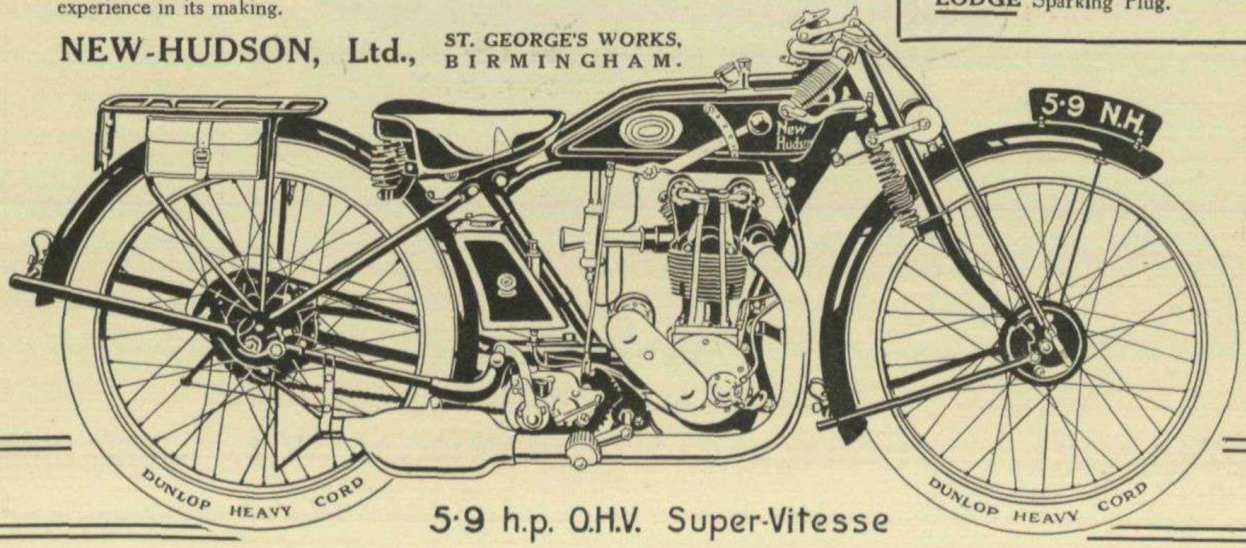

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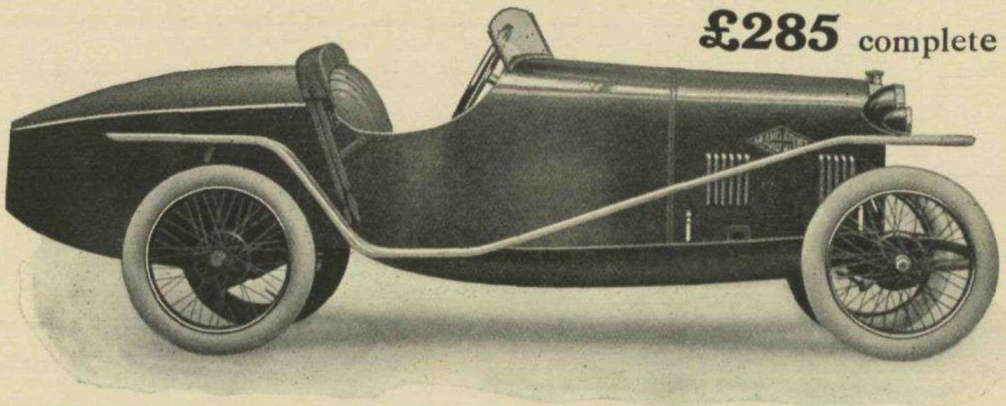

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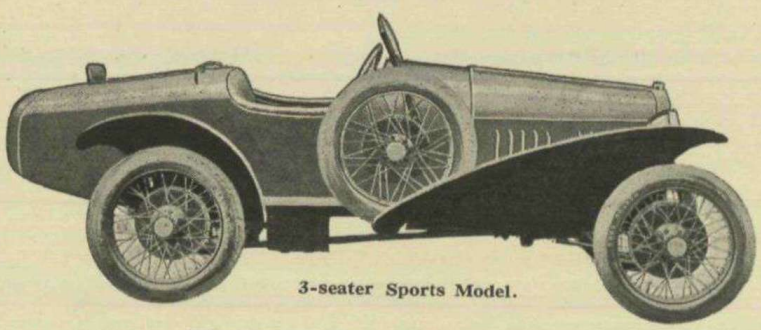

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VOL. 2.

Edited by RICHARD TWELVETREES, A.M.I.MECH.E., M.S.A.E., M.SOC.ING.CIV. (France)

JANUARY, 1926.

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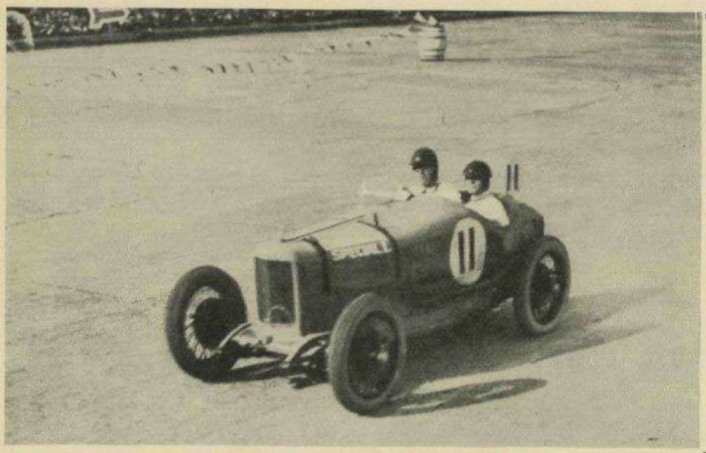
EDITORIAL NOTES.

From the list of Sporting Fixtures for the coming season, it looks as though we are going to have some very interesting events and that the motorist who enjoys thrills of speed will have plenty of opportunity for displaying his skill on the track. But, whilst we have hundreds or thousands of promising race drivers, it is distressing to notice how few really fast, moderate-priced British built cars are available to members of the public.

It has been left for the Continental manufacturer to discover that the young man of Great Britain wants small fast cars, and the real position will certainly become more obvious than ever during the coming season. When will the home manufacturer succeed in pulling off the 1,100 c.c. category in The Two Hundred Miles Race, or in turning out a production racing car to rival the latest Bugatti masterpiece?

Our supremacy in the matter of motor-cycle production has been unrivalled since the inception of the pastime, but there we seem to stop short and rest content to allow our friends across the Channel to supply the demands of an evergrowing market. Half-hearted attempts to produce disguised standard types of cars, described as sports models, will not always satisfy the enthusiastic speedman, who is unfortunately compelled to buy what he wants from abroad because the home manufacturer is too conservative, or too unimaginative, to realise how a useful market is being monopolised by foreign firms.



MAJOR H. O. D. SEGRAVE IN THE 200 MILES RACE.

CORNERING AT SPEED.

How to Maintain High Averages in Races and Competitions.

By MAJOR H. O. D. SEGRAVE.

(As Major Segrave is recognised as one of the best drivers in the world, his views on Cornering at Speed are particularly valuable, especially at a time when hairpins are coming more into vogue in racing and competitive events.—Editor.)

UP to the time of writing, in England the only racing events which have been held for motor-cars have been track racing, with the exception of the recent 200 miles race at Brooklands, but it has become obvious to the organisers of these events that track racing alone does not test every portion of the competing cars and consequently it is apt to produce the freak design functioning satisfactorily only under certain conditions.

The races which are organised abroad, on the other hand, are devised with the intention of testing every single portion of the car, the chassis, springing, brakes, acceleration and change speed. Consequently it is obvious that races of this nature are of very much greater utility to the advancement of automobile design.

Thus we find the introduction of artificial corners in such events as the Two Hundred Miles Race, and it is fairly certain that the precedent will be followed in the various speed trials arranged to take place at Brooklands during the coming season.

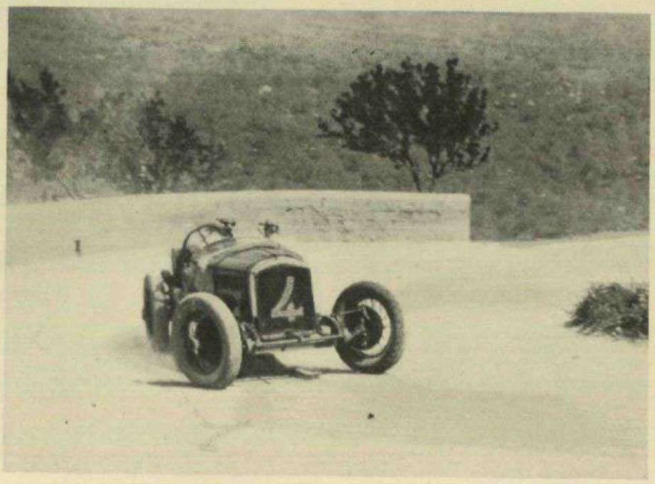
My own view is that this innovation marks an important step in the progress of motor racing in this country, though of course cornering has been a big feature in Continental motor trials for years past. As for many amateurs, cornering at speed introduces new factors in fast driving; I am glad to have this opportunity of offering a little advice on the subject, for as was demonstrated in the big Brooklands classic, there is cornering and *cornering*. By that I mean that it is one thing to simply get round a hairpin bend and another matter entirely to negotiate the curve in safety without losing those valuable fractions of seconds, which mean so much to the racing driver.

Two Methods of Cornering.

Broadly speaking, there are two ways of going round a corner fast, the first being to approach the bend on top gear, allow the car to " roll round," before changing gear and accelerating on straightening up; and, secondly, to change down at a predetermined point and go round " on the engine."

As far as the time factor is concerned, there is very little difference between the two methods, as I have frequently proved by cornering against the stop watch, but after having made very careful comparisons in both cases I am sure that the second method is greatly to be preferred from many points of view.

Perhaps it will be easier to explain matters by the aid of a few diagrams of a typical hair-pin bend, beginning and finishing with the dotted line A-B, shown in the accompanying sketches. In Fig. 1 the driver approaches the bend on top gear, say at 100 m.p.h., he decelerates at the point C, and changes down into the gear on which he proposes to negotiate the bend. By this method of changing down before the bend itself he saves the braking power of the car by using the over-run of his engine as a brake itself. The bend is then negotiated in the gear which will give him the maximum amount of acceleration upon leaving it, but from the point of view of safety and controllability of the car, there is no question but that this method is from every point of view by far the most satisfactory, because: For instance, when a corner is negotiated in top gear, if by any chance the driver shows lack of judgment and over-shoots his corner, or approaches it too fast, he has not got the power of the engine to help to extricate the car from the difficulties into which he has got. It has been proved through years of driving in races on the road, that the one and only way to extricate a car from difficulties is to use the power of the engine in an emergency. Consequently, if you are on top gear at the time, the engine will be turning too slowly to develop its full power and will be incapable of skidding the back wheels. It is quite useless to



M. GEORGES BOILLOT TAKING A HAIRPIN BEND.

CORNERING AT SPEED—continued.

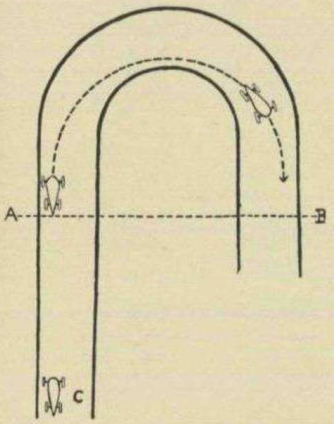


FIG. 1. ILLUSTRATES MAJOR SEGRAVE'S REMARKS ON FAST CORNERING ON THE ENGINE.

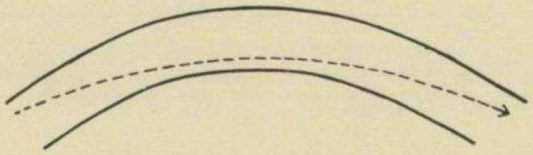


FIG. 2. HOW TO AVOID HUGGING THE CORNER.

depend upon "steering" the car out of trouble in a case like this, because adhesion on the front wheels is not sufficient at high speeds to permit of the directional travel of the car being rapidly changed. Other advantages of this method of cornering are that wear on the brakes is to a large extent avoided, which is the most important thing on a long distance race. Also allowing the car to over-run the engine on the approach of the bend, a better cooling effect is obtained.

Hugging the Rails.

Until one realises the underlying principles of fast cornering, there is a prevalent tendency to take the shortest course on a bend, but considering the thing geometrically the driver should always follow the widest and most gradual curve possible, as indicated in Fig. 2. Close cornering on bends is certainly spectacular, but races may easily be lost by striving too much after *effect*, and the driver who understands something of the stresses of his car and engine will use his judgment in avoiding any undue stresses, which not only jeopardise his chances by mechanical failures, but also slow the car down unnecessarily

A Hint on Practising.

After long experience in fast driving, one becomes accustomed to take corners at the right speed on all occasions, but like everything else, practice makes perfect where this phase of motor racing is concerned. If a driver has had no actual experience of cornering at speed, I would strongly recommend him to study the character of the curves well in advance of the event in which he intends to participate.

So much depends upon knowing just what the car will do, that it is unsafe to take any risks by going into a race unprepared for all eventualities.

It is not enough to be able to negotiate a corner successfully when one has the track quite clear, for in the race there may be someone in front who misjudges the curve, and allowances must be made for this sort of thing.

The most important point to discover is the exact distance in which the car can be stopped, by a normal application of the brakes—thus leaving a little in hand for emergencies.

At each curve in a course, about three landmarks, such as trees or telegraph posts, should be selected. The first of these should mark the point at which the brakes should be applied if one has plenty of time in hand. The next should mark the point for braking if it becomes necessary to do an extra fast lap, and the third point marks the emergency braking spot, and under no circumstances should the brakes be applied after the third point, for any panic application of the brakes on the curve would mean an inevitable spill.

Cornering with Skids.

As a general practice I recommend what may be termed "geometrical" cornering; but there are times when skidding is justified, as for example in the case illustrated in Fig. 3, in which the road is narrow and the hairpin very acute. On approaching the apex of the angle, one should start a wheel-spin to bring the car round, then decelerate, after which the pressure of the foot on the accelerator pedal should be regulated to a nicety, so that the car proceeds with increasing speed but without any wheel-spin. Skidding certainly has its uses in cornering, but the driver who habitually goes into an intentional skid on approaching every corner loses more ground than the "geometrical" cornerer.

Effects of Tyre Designs.

The subject of tyre design is so complicated that it would be impossible to deal with it adequately in the present article, so I will pass on with a few remarks.

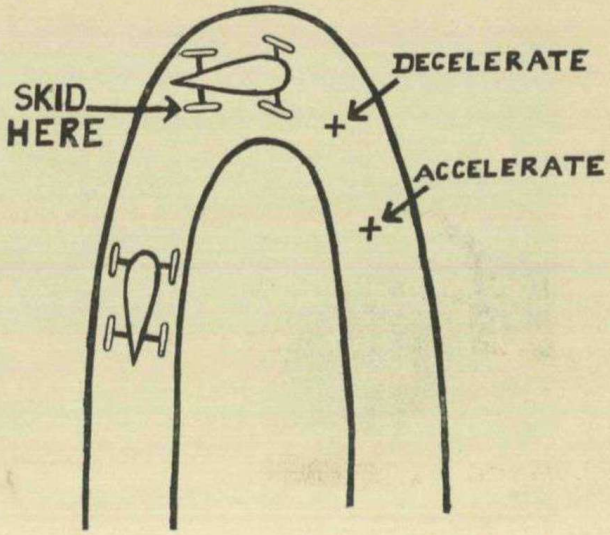
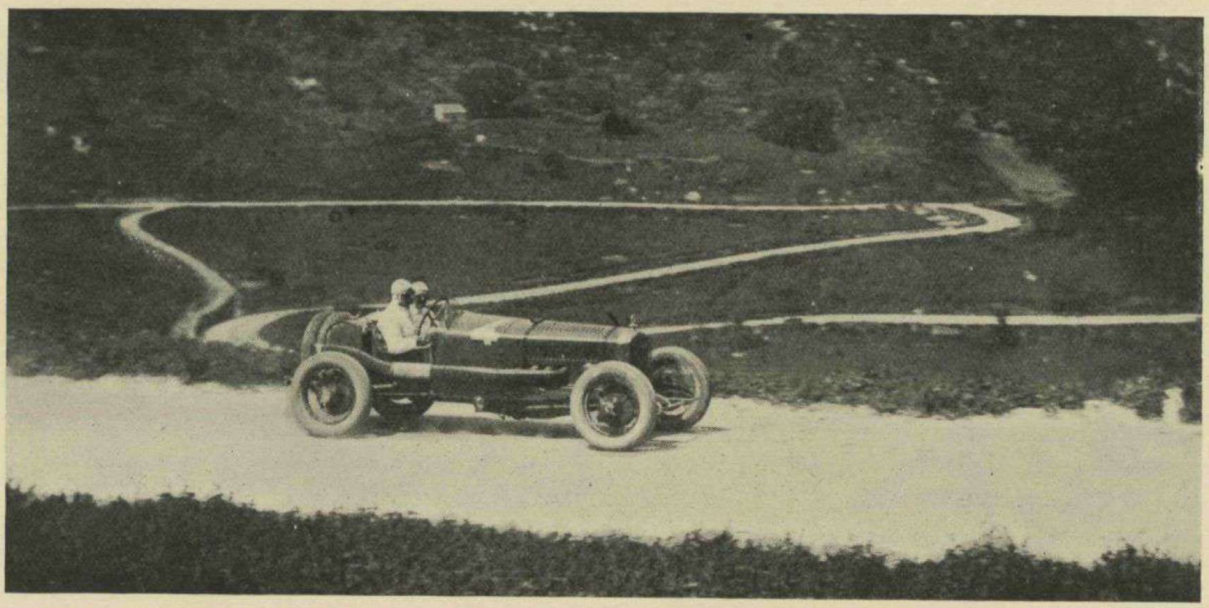


FIG. 3. DIAGRAM OF CORNERING BY THE AID OF SKIDS.

CORNERING AT SPEED—continued.



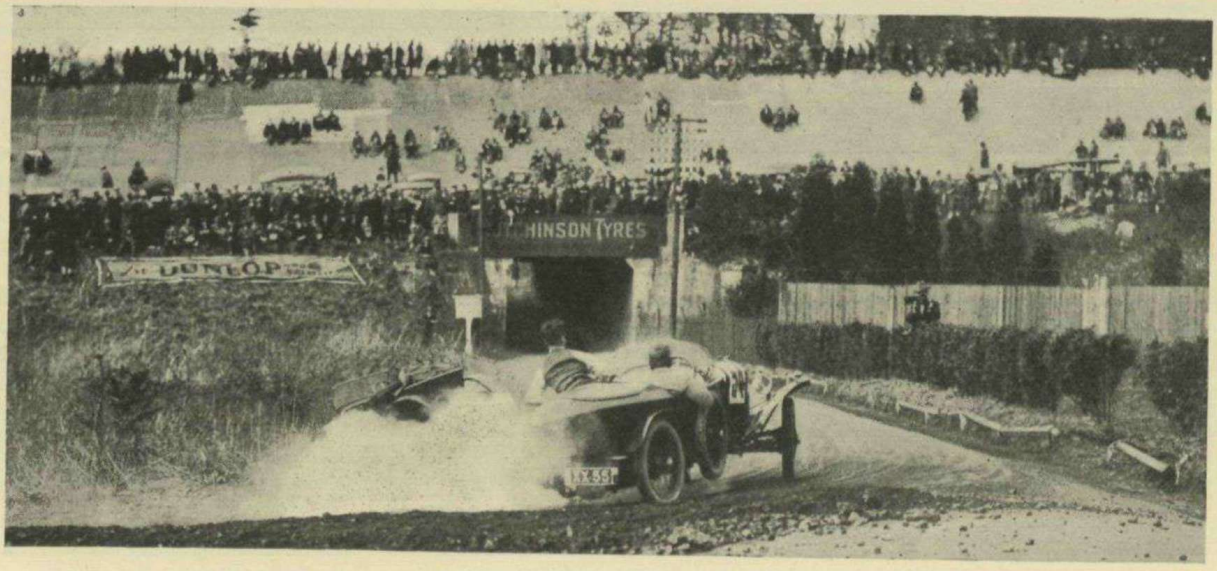
CORNERING COMES INTO PLAY ON SUCH A COURSE AS IS DEPICTED IN THIS VIEW.

For road racing it is desirable to select a tread presenting a good area to the road and having three ribs of rectangular section. In my experience the best form of tread is that of the Pirelli type, which takes the form of separate squares, and this gives a perfect grip.

For track work, a tread of curved section is best, with fairly shallow and closely spaced ribs. If treads with projecting centre ribs are used for road work there is a danger of lateral float, due to the resiliency of the centre rib in a lateral direction, and, small though this may seem, such an action may easily make all the difference between keeping a straight course at speed and going into the ditch on either side of the road.

High pressure balloon tyres are ideal for fast cornering on account of the large surface presented to the road, and this form of tyre should be inflated to 40 or 50 lbs. per square inch.

Just one final word of advice to readers who have ambitions as motor racers. Whether you are on a road race or any sort of long distance competition, I would recommend as a regular axiom " Begin Slowly." Do not endeavour to force matters at the start and let your engine feel its way, which also gives you the opportunity to become accustomed to the conditions of the contest and also creates a feeling of self-confidence, thus avoiding the state of nerves and over-excitement which has spoiled the chances of so many drivers in the early stages of their careers.



VERNON BALLS ON THE HAIRPIN IN LAST YEAR'S J.C.C. HIGH SPEED TRIAL.

MOTORING SPORTSMEN.

Mr. Vernon Balls.

By THE EDITOR.

IT is a well-known fact that the most successful men in the racing world do not hold the monopoly of sportsmanship, though, perhaps, it is only those who come most into the limelight achieve the greatest popularity. Among the less conspicuous of racing men there are many whose exploits are particularly commendable, as showing what can be done by perseverance and individual effort.

Mr. Vernon Balls, who is so well known in connection with that particularly popular sporting car, the Amilcar, may be described as a thorough sportsman, as will be recognised by those who have met him, either in business or on the track. Mr. Balls comes from real British sporting stock, with the lure of the open road bred in him, his ancestors being a famous coaching family since the reign of George III and holding the record for posting the Royal Mail from London to Brighton during the Regency. His experience of motoring dates back to some twenty-four years ago, and throughout his whole career, the practical side of the business has possessed for him the greatest attraction, the intimate knowledge of car work thus gained having stood him in good stead on many occasions.

Whilst at school at Chatham House College, Ramsgate, Vernon Balls gained several diplomas for engineering, and shortly after leaving Ramsgate, began to take an interest in motoring, such as it was in those days. His first motor was an Ariel tricycle fitted with a De Dion Engine, but, realising some of the drawbacks of a three-wheeler, he converted this machine into a motorcycle with his own design of variable gear. This effort showed that Vernon Balls possessed the ability to apply the mechanical knowledge he had gained at school instead of allowing it to slide uselessly away.

But, as experiments with motor bikes did not offer a very promising career, Vernon Balls was apprenticed to the Streatham Engineering Works, where he went through a good course of machine shop and fitting practice. At the end of his term, he found employment in the L.C.C. Machine shops at Charlton, where he had his first experience of the class of worker now described as "Red."

Being as ready to express his opinion then, as he is now, Vernon Balls was involved in frequent disagreements with his "Red" workmates and, after a few pitched battles, decided that he wanted engineering rather than pugilistic experience so left to seek pastures new. In 1907, Vernon Balls took charge of the repair department of the Motor House, Euston Road, and soon found his practical experience in the shops of the greatest value. About this time he acquired his first car, a 15-h.p. Mors with automatic inlet valves, on which many exciting runs were made, the car being kept on the road by assiduous attention.

But the Mors, while providing plenty of amusement, lacked the chief quality from Vernon Balls' point of view, namely, speed, and his taste was satisfied to some extent on his becoming the possessor of a 90 h.p. Porthos Racer, which had taken part in the Gordon Bennett race. This car was capable of 65 m.p.h. which, in those days, was considered a respectable achievement. His next car was a 90 h.p. Star, built for the first T.T. race, and was about five miles an hour faster than the Porthos. At this time Vernon Balls was proprietor of Balls Motor Garage, at Streatham, but later on he purchased all the Mors car spares and up till 1923 handled the service and repairs for that firm in London.

Having now established himself in business, Vernon Balls had a little time to devote to the sporting side of his career, and during a business trip to Paris in 1923, bought one of the earliest sports Amilcars, which, to his mind, presented a type of car for which a large public demand existed. The little car showed great promise and, shortly after delivery, it was entered for a race at Brooklands, and won a cup for the Essex Junior Short Handicap. This race caused a good deal of public interest in the car which Vernon Balls had brought into prominence in this country, and in his hands has put up some excellent preformances in the various speed trials and reliability events.

Some comments were aroused by the spectacular cornering of the Amilcar in the first L.C.C. High-Speed Reliability Trial and, though the method adopted was not absolutely essential, Vernon Balls explained that he could not resist the temptation of indulging in his penchant for taking corners on as few wheels as possible.

MOTORING SPORTSMEN—continued.

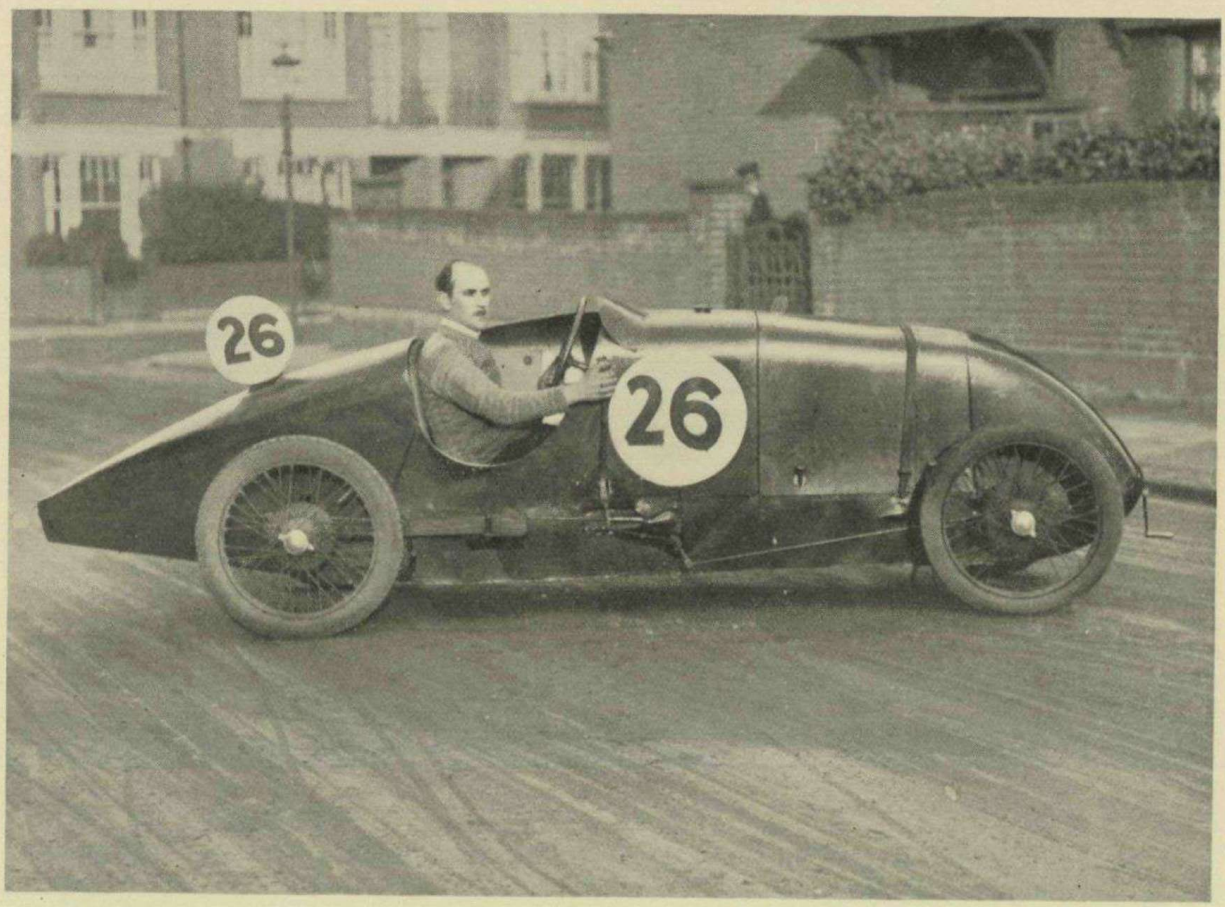
Furthermore, as his car on that occasion was suffering from a water circulation defect, he knew it could not finish, so decided to have as much fun as possible before he was compelled to stop.

On the morning of the last 200 miles race, the Amilcar refused to start, and during the struggles to get the engine going by pushing it along the Fulham Road, the main gear shaft evidently snapped. However, the defect was not noticed until Cobham was reached at 11.30 a.m., when a change down showed that something serious was amiss. With such a mishap a few hours prior to the great classic race, most competitors would have abandoned hope, but Vernon Balls got on the telephone and, in a short space of time, his mechanics arrived with a new gear box. Mrs. Balls and one mechanic were busy preparing the new box for fitting up, whilst three other mechanics were crawling under the car to get the damaged one free. The actual time occupied in changing the gear boxes was one hour, fifteen minutes—a tribute to the excellent team work put in by his staff and their keenness—and the car turned up in time to start for the race, though it was impossible to make a sound joint between the engine and the gear box, owing to the undershield, which there was no time to remove.

After such a plucky effort Vernon Balls deserved better luck than was his lot in the race, for the six copper rivets holding the clutch centre sheared and put him *hors de combat* when he was going remarkably well.

It is interesting to mention that Vernon Balls has done all his racing without any assistance, financial or otherwise, from the manufacturers but, even though no outstanding successes have been gained, he looks upon his energies as having been well spent, for as he rightly remarks, " How can a man hope to do business with sporting cars if he doesn't make himself familiar with all the conditions of the sporting owner ? "

For next season, we may expect to see him at the wheel of a very fast supercharged Amilcar, and we are permitted to state that before long Vernon Balls will produce a car of his own design, which from particulars available, should be especially attractive to the owner who has serious competition work in view.



MR. VERNON BALLS ON HIS 200 MILES RACE " AMILCAR-SPECIAL."

In conclusion we may state that Vernon Balls does not confine his attention to selling sports cars, he does more, namely, gives Service of the kind that sporting owners desire and is ever ready to place his experience at the disposal of those who wish to participate in the sport which he himself follows so keenly.

There is no doubt that the sporting camaraderie amongst Amilcar owners in this country is due to the tireless enthusiasm and real service he has rendered on all occasions.

SPORTING CARS on TEST.

THE TH. SCHNEIDER SPORTS MODEL.

By RICHARD TWELVETREES.

FIG. 1. THE SCHNEIDER ON ITS SPEED TEST.

SPECIFICATION:

13/50—H.P. SPORTS TH. SCHNEIDER, 1926 MODEL.

ENGINE.—Monobloc, bore 72 mm. × 120 mm. R.A.C. Rating, 12/9 h.p. Tax £13. Overhead valves. Forced lubrication by geared pump. Thermo-syphon cooling and fan.
ZENITH Carburettor, triple diffuser, strangler on dash.
TRANSMISSION.—By Cardan Shaft, four speeds and reverse. Central control. Leather cone clutch.
SPRINGING.—Front, half-elliptic, 33½ ins. by 1¾ ins. Rear, 57¾ ins. by 2 3/16 ins.
BRAKES.—On all four wheels. Diameter of front wheel brakes, 15 ins. (Perrot system). Diameter of back wheel brakes, 21 ins. Foot-brake operates on all four wheels. Hand-brake on rear wheels only. All brakes are internal expanding. Hartford shock absorbers fitted, also spring gaiters.
WHEELBASE.—9 ft. 10½ ins.
WHEEL-TRACK.—4 ft. 5 ins.
CHASSIS WEIGHT.—Eighteen hundredweight.
STARTING AND LIGHTING SYSTEM.—12 volt, silent starter.
WHEELS.—Detachable wire wheels and spare, fitted with 765 × 105 Michelin Cord Tyres. Spare wheel carried at rear of car.
ACCESSORIES.—2 Head lamps, 2 side lamps, tail lamp, dash lamp. Clock. Speedometer. Revolution counter. Electric horn. Jack. Pump, and full kit of tools.
SPEED.—With full load, up to 75 m.p.h. on top, 50 m.p.h. on third.

PERHAPS one of the most interesting features of this particular test lies in the fact that the Schneider already had some 18,000 to its credit, so that, in addition to being well run in, the car was able to demonstrate its durability and wearing qualities. We are accustomed to expect various forms of wear and need for adjustment in a fast car after such a mileage, but I must say that the Schneider impressed me as being a particularly solid job notwithstanding work it has accomplished. Though Mr. Smith of the Welbeck Agency, who holds the Schneider concession, forewarned me as to certain faults due to the mileage the car had run, and I was pleasantly surprised to find it in excellent condition.

The Schneider is certainly a "sports" car and not just a sort of glorified touring model fitted with a special body and a few extra engine refinements, but at the same time it handles well in traffic besides being delightfully comfortable at ordinary speeds.

On a Colonial Section.

As part of my test was to include a run to Cambridge and back for the purpose of delivering a lecture to the members of the Cambridge University Club, I thought it would be a good plan to put the Schneider over my pet bit of Colonial stuff before going on a run where no gradients were likely to be encountered. The illustrations reproduced as Figs. 2 and 3, give some idea of the conditions of the place where an "American" climb was attempted, and though the gradient was not too severe for the willing little o.h.v. engine, Jack Frost had played "old Harry" with the surface so that the wheels began to spin after climbing about fifty yards of the pebble strewn slope.

Finding a piece of road which was not too icy, I let the car go on its speed test and from a standing start was able to reach 72 m.p.h. in 34 2/5th seconds. By revving the engine up to 3,600 a speed of 52 m.p.h. can be reached on third gear and the construction of

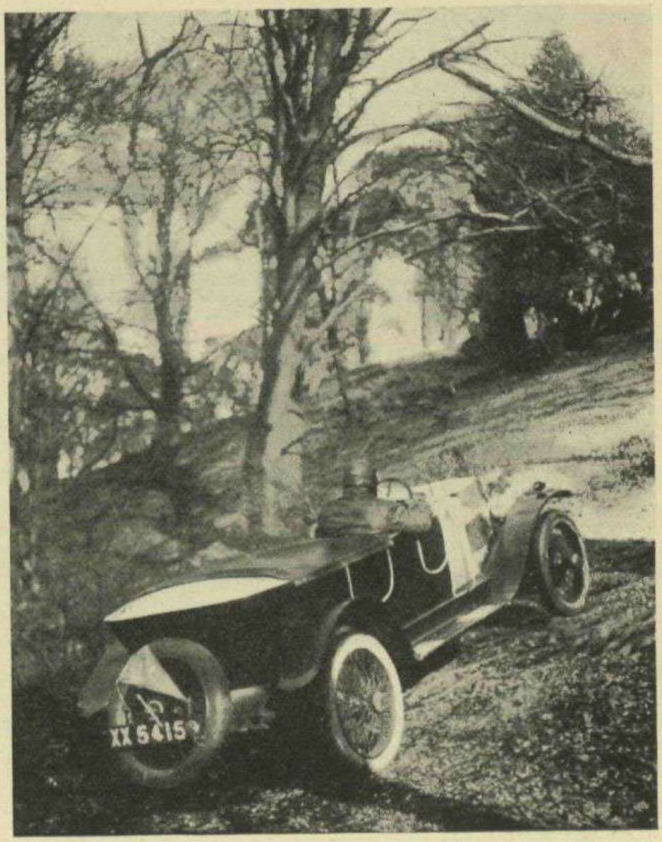


FIG. 2. TRYING CONCLUSIONS ON AN "AMERICAN" HILL.

SPORTING CARS ON TEST—continued.

the gear box permits of a slip change up without feeling that the crown wheel takes any abnormal shock.

After spending the morning harrying the Schneider by various passages over rough country, I came to the conclusion that the car was built of first class material, for under all conditions it felt particularly robust and perfectly reliable.

Whilst there are a few details which in my humble opinion are capable of improvement—and who has ever driven a perfect car?—the Schneider is a car which promotes a good deal of affection, a likeable sort of vehicle, in short.

In a Critical Mood.

The few defects, if such they may be called, are not noticeable until one gets on the open road and proceeds to drive at speeds which cannot be called respectable. For instance, the steering though delightful up to 50 m.p.h., and when driving on winding roads where accurate cornering is essential, occupies the attention of the driver when the 60 mark is reached. There is nothing much wrong at this speed, but one has to hold the wheel instead of resting the hand upon the rim.

Should a quick change down be desired say at 55 m.p.h. the top gear has a tendency to stick in and speed has to be slackened slightly before the change can be made. This, I am told, does not happen on the newer models, though it may be accounted for to some extent by the employment of a cone clutch, which as a type does not release so readily as those of the disc variety.

The slight harshness of the indirect gears I put down to wear and tear, but, otherwise, the transmission was particularly sweet. At all speeds the suspension is beyond criticism and rear as well as front passengers can enjoy real travelling comfort for hours on end without experiencing fatigue.

I had nearly forgotten to mention another point, which a " blister " has called to mind ! Up to 40 m.p.h. the noise from the exhaust causes no comment, but after that the engine gives out an extremely healthy, if somewhat expensive, bark. I discovered this at the exact moment when a very young constable outside Baldock arrived at the same conclusion, but it seems desirable to make such discoveries without police assistance.

Pleasant Four-Wheel Brakes.

The four-wheel Perrot brakes are veryeffective without any of that violent action characterising some systems, they begin to operate with the slightest pressure on the pedal and engage progressively without jar or interference with the steering of the car applied when taking a curve. As the road conditions during the recent frost were very trying for a fast driven car, I can give the Schneider full marks for its braking system. At 60 m.p.h. the car can be brought to a standstill without locking the wheels, in a distance of 66 yards. The side brake which operates an extra set of shoes on the rear wheel drums is also effective and the drums are 21 ins. in diameter. A 4.8 to 1 top gear is fitted which, together with the high performance of the engine, enables the Schneider to surmount most main road gradients without serious diminution of speed and the 6.8 to 1 third gear ensures fast climbs of fairly stiff contours. In addition to being an attractive car to handle over rough going, the Schneider shows up well at very high touring speeds and can be driven for long distances at speed with great comfort.

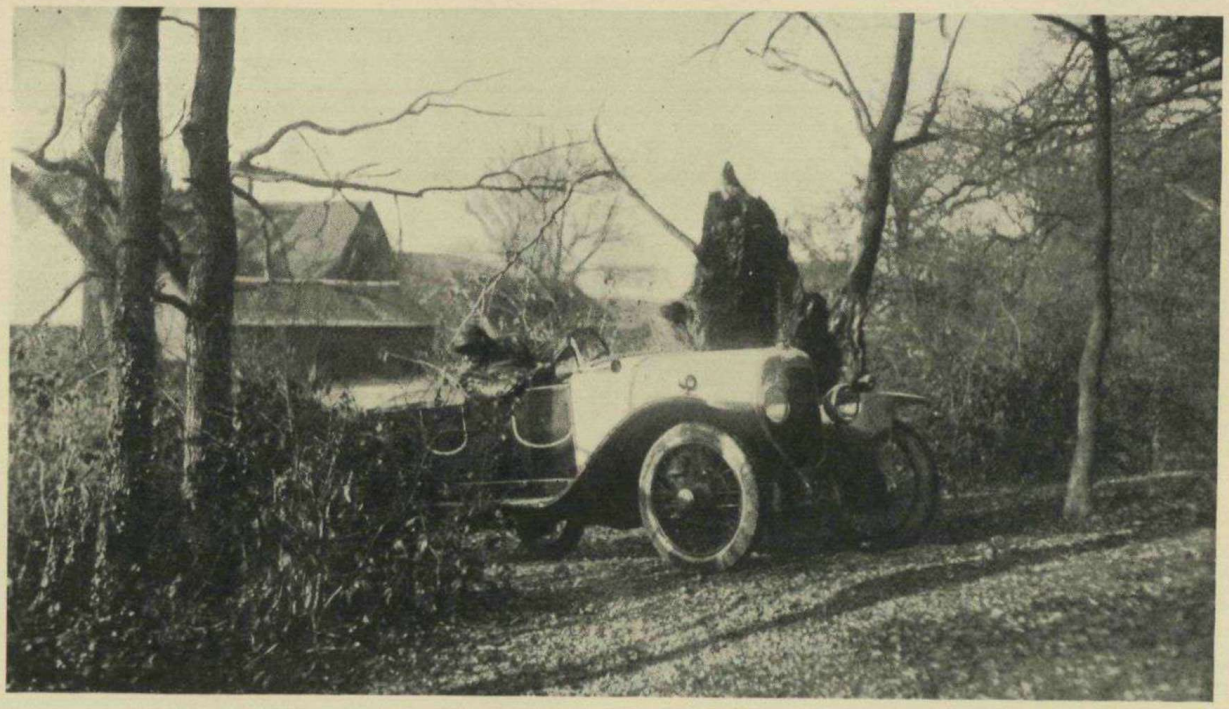


FIG. 3. AT THE START OF THE " AMERICAN " HILL CLIMB.

SPORTING CARS ON TEST—continued.

A Complete Instrument Board.

A good feature of the car control is the entire absence of any levers on the steering wheel, the hand control for the throttle and ignition taking the form of two short levers projecting from the instrument board in front of the driver. Above these a mixture control lever is situated, and the speedometer clock and revolution counter are all arranged so as to be easily visible even when driving fast, a convenience which is not so common as one might think. By means of a small lever, also mounted on the dash, extra oil can be admitted to the overhead valve gear, thus this mechanism can be kept properly lubricated without danger of swamping the valves or wasting the oil. During the test of some 250 miles no measurable amount of oil was consumed and the petrol consumption averaged out at 28 m.p.g., including traffic and fast driving.

Sporting Appearance Combined with Comfort.

The accompanying photographs do not give the best impression of the graceful lines of the bodywork and the aluminium bonnet and dash form, to my way of thinking, too decided a contrast with the leathered covered body. If, however, the coachbuilder is allowed full scope, the results will be most attractive, and finished throughout in accordance with English ideas the Schneider is a most handsome car. For fast driving, the low sided body is admirable and very comfortable withal, there is plenty of leg room in front and enough behind. The hood is of the collapsible variety and together with its removable supports, fold up to go in a locker behind the rear seat squab, the whole being capable of mounting in five minutes. Both the gear and side brake lever are situated conveniently and the location of the pedals avoids ankle fatigue.

All things considered the Th. Schneider impressed me very favourably and at the price of £580 with an English built sports four-seater body, presents remarkably good value for the sporting driver who wants a fast car which can be relied upon for hard competition work and speedy touring without constant attention in the way of tuning and adjustment.

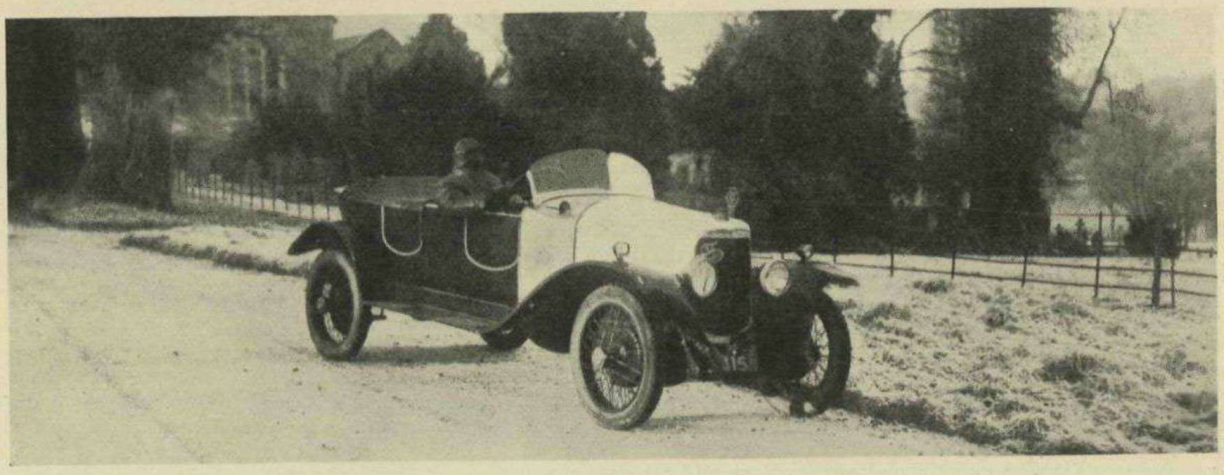


FIG. 4. A GENERAL VIEW OF THE TH. SCHNEIDER NEAR WICKHAM CHURCH.

RUSSIAN MOTOR SPIRIT.

An important statement has been issued by the Directors of Russian Oil Products, Ltd., from this Company's head office at Moorgate Hall, London, E.C. In this statement it is mentioned that, in consequence of the circulation of a leaflet published by the Association of British Creditors of Russia, they have been sometimes questioned as to the origin of their Oil Products. Correspondence has been published on this matter, we understand, in the " Financial News," and reference to the whole subject has appeared in a number of papers.

The Russian Oil Products, Ltd., have asked us to state that their Company imports the entire quantity of its Oil Products exclusively from the Black Sea Ports, Novorossisk and Batoum, and that their Products have been known since the middle of last century as Russian. The Company does not represent its Products as American, Mexican or otherwise, but always point out their Russian origin.

A FIAT SUCCESS.

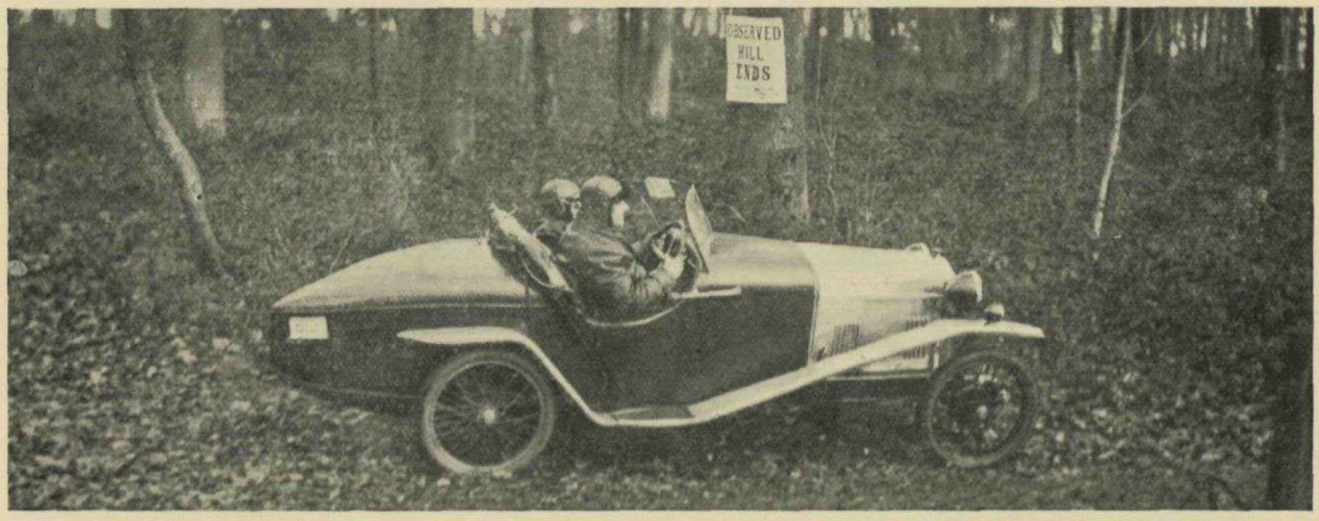
The 10 h.p. Fiat which completed a record six-days' run at Monza was a standard production model, fitted with a Silvani " superculasse " overhead valve gear. During the trip it was driven continuously by Messrs. Silvani, Belgir, Botta and Mangcarotti ; and, besides gaining the six-days' record, lowered twenty-eight world's and forty-five international records.

R.A.C. AND MOTOR-CYCLISTS.

The R.A.C. has recently appointed a special committee to deal exclusively with all matters relating to motor-cycling. There is now a very large number of Associate Motor-cycle members of the R.A.C., and as the problems and difficulties which confront motor-cyclists differ in many ways from those presented to car drivers, it is felt that their interests would be better served by a committee consisting of men who are closely in touch with the movement.

A DAY OUT WITH A GRAND SPORTS "SALMSON."

With Some Notes on the London—Gloucester Reliability Trial.



THE GRAND SPORTS "SALMSON" AT THE TOP OF QUARRY HILL ON THE GLOUCESTER TRIAL.

AS the date on which we were due to test the Grand Sports "Salmson" coincided with that of the London —Gloucester Trial, it was thought that our readers would be interested in an account of the performance of the famous 1,100 c.c. car over this particular route, as the car is essentially a sports machine.

First Impressions.

The model referred to in the following notes was perfectly standard in all respects and had no preparation for the particular test, which turned out to be of an exceptionally searching character, a fact which will be admitted by all who participated as competitors.

Our first impressions of the Salmson were not altogether favourable, not exactly because there were any faults to find, but owing to the fact that it takes a little while to become accustomed to a machine of this type. This fact is recorded to show that although starting out with a bias against the car, it completely vindicated itself by the marvellous performance it put up during the day.

In accordance with our usual custom we will begin by noting a few criticisms which are as follows :—The steering at low speeds is not quite so easy as that of some cars we have tried and the absence of a differential gear is noticeable in traffic driving. One must become acquainted with the gear box to make quick and silent changes, but after a little experience, no difficulty is encountered in manipulating the gears with speed and certainty. The side brake is somewhat flimsy, but has been altered on later models. When travelling over bad roads the suspension is a trifle harsh, but this is compensated by the smoothness of the car at speed. There are two suggestions we would put forward as the result of our trial, the first being that security bolts should be adopted as standard for sporty drivers ; and secondly, a dash lamp would be welcome for reading route cards at night.

An Early Start for Slough.

As the zero hour at Slough was 7.1 a.m., we were up betimes on Saturday, December 12th, and during the trip across town were able to see how the Salmson would go along the quiet streets. It was when cornering at a good pace that the off-side front tyre was shed, but security bolts would have prevented this slight inconvenience. Happily the spare wheel and jack and wheel spanner were accessibly arranged in the tail and so little delay was caused, and we arrived at the departure point in time to see the motor-cycle contingent on their way. Leaving the Depot a few minutes later we made for Quarry Hill to observe the ascent of the cycles and three-wheelers, incidentally making the climb ourselves without any trouble whatever though no chains were fitted.

The Salmson has only three speeds but the ratios are excellently chosen, which gives a driver a good chance of going over any sort of hill and reach high road speeds as well. Quarry Hill was rough, wet and leaf-strewn, which made no difference to the Salmson, but the first competitor's car attempting the ascent got hopelessly bogged.

Over Rough Country.

After the next climb, Beacon Hill, some very rough country was traversed where for high average speed it was necessary to use the four-wheel brakes to some effect. The lanes were very narrow and winding with sudden dips and rises, but the brakes and steering when going really fast, gave the greatest confidence, for one can literally throw the little machine round corners without getting into bad skids. By a clever arrangement of brake compensation the inner brake comes slightly into action when taking a corner which materially assists the steering, and the general balance of the car calls for the highest praise.

A DAY OUT WITH A GRAND SPORTS "SALMSON"—continued.

The nature of the going called for plenty of indirect gear work and on some occasions long distances were covered on first, but never did the engine show the slightest signs of distress, and, indeed, throughout the whole trial less than a pint of water was evaporated. Another pleasant thing to record is the regularity of the o.h.v. engine which, though severely "pasted" during the trial, did not miss once or oil up a single plug. One always remembers the clocklike regularity of the Salmsons in the 200 Miles Races, but, as our experience proves, they are capable of equally good performance under a twelve-hour road test where the conditions are even more severe.

By this time the observed hills on the route were being climbed with almost monotonous regularity, the Salmson round the 73 mark. The claims for a road speed of 75 m.p.h. for a Salmson are absolutely correct, not mere advertising "guff," and it will certainly hold its own with a bit to spare against the average 1,500 c.c. car in respect to acceleration, hill climbing and maximum speed, whilst in its own class there are practically no rivals.

At Cattswood the steep descent of a greasy lane called for more braking and then Stancombe Hill loomed ahead, the longest hill of the whole trial. At one point we found a suspicion of wheel spin, but the car was travelling up the incline fast enough to carry on by its own momentum until the wheels bit again and the non-stop climb was accomplished at a good speed. A few more woods and downs brought us to the Gloucester main road, and,

ONE OF THE PICTURESQUE SPOTS OF THE LONDON-GLOUCESTER TRIAL. GREAT MARLOW BRIDGE.

being so good that one lost some of that pleasureable anxiety as to whether a proper climb could be made; the matter became one of dead certainty.

Ease of Manipulating.

On arriving at Oxford we drove quietly through the city on top gear, without the noise and fuss which is too common with ultra-sports models. Even the eagle eyes of the constable on point duty at Carfax did not glare at the Salmson as it purred under his arms waiting till the road was clear. Clear of the city we came to some good roads for a while, and then came the opportunity of testing the "flat out" speed.

Conclusions were tried with a well-driven 12/50 sports car and when we stopped till it came up again it was found that both speedometers had been flickering on reaching the city, a short stop was made, before setting off on the return journey with the motor-cyclists.

Over 30 m.p.h. up Birdlip.

The well-known ascent of Birdlip, a few miles out of Gloucester, on the main road, was taken on second gear and revving the engine up the little car flew round the left hand bend at 32 m.p.h. passing several combinations on the climb. On the homeward journey the conditions were less severe, including no observed hills, and only one innocuous watersplash.

Passing Oxford again and on through Dorchester, we picked up with a motor-cyclist who was 20 minutes late and having but a feeble light could not make up time. Therefore, we used the Salmson as a kind of pace-maker, and, aided by our headlamps, the belated

A DAY OUT WITH A GRAND SPORTS "SALMSON"—continued.

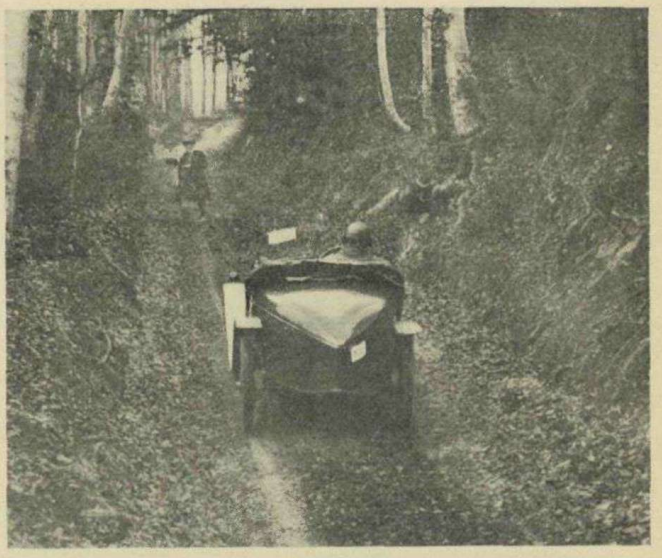
competitor was able to get on at a good speed, though his machine dropped far behind when we trod on the gas.

A stop for a drop of oil and a cup of coffee made a short interval which brought the cars along, and for the rest of the trip we contented ourselves with a comfortable jaunt into Slough, where we arrived fairly fresh and comfortable after 200 odd miles of hard travelling.

Climbing Leith Hill.

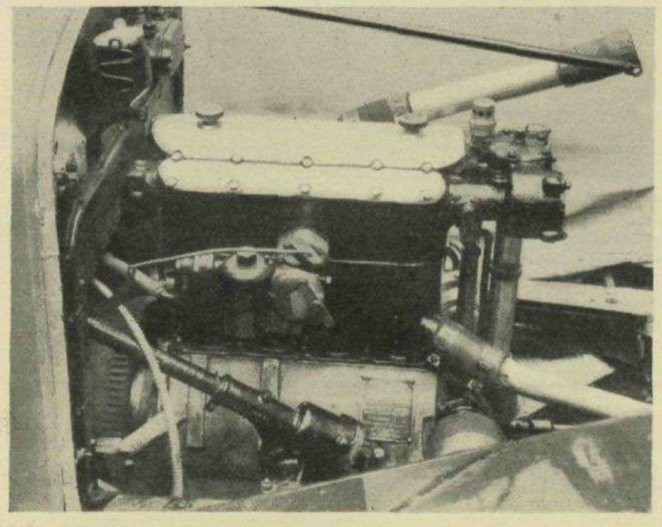
After such a trip as the London-Gloucester, when one is driving as a free lance with a risk of getting caught by a secret check, it is quite reasonable to expect various adjustments, but nothing whatever was necessary on the Salmson, and on the following morning we set out for Leith Hill. The famous trial lane was in a sloppy condition at the bottom and we were warned by some motor-cyclists who had been up that the hill was impassable for a four-wheeler. However, by a quick dart through the slush, the Salmson fought its way up over the rough with plenty of revs in hand, though the gulleys and bumps provided a severe test for the suspension and frame.

Later in the morning, Pebblecombe was climbed on second gear at 33 m.p.h. from a standing start. Thus we have no misgivings about stating a definite opinion as to the splendid performance of this little car which exceeded our expectation in every way.



CHAINS WERE NOT REQUIRED FOR ANY OF THE HILLS.

Finally, we may remind our readers that the Salmson holds the world's record for the flying kilometre at 113.6 m.p.h. and the flying mile at 110.5 m.p.h. A short while ago the Salmson was timed unofficially at 121 m.p.h. on the Montlhery track, but this has not yet been confirmed by the F.I.C.M.



Autocar Photograph.

THE "SALMSON" GRAND SPORTS ENGINE REFERRED TO ABOVE.

WE POSITIVELY ALLOW YOU the Highest Price for your Second-hand Car in Part Exchange for any make of New Car.

Cars Bought for Cash.

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A LARGE STOCK OF SPORTS CARS ALWAYS ON VIEW.

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Museum 7741 (12 lines).

BUGATTI CARS.

We are informed that Bugatti cars will be represented direct in Great Britain and Lieut.Col. W. L. Sorel, D.S.O., has been appointed General Manager of the English Branch. The sales, service and repair organisation will be conducted from 1–3, Brixton Road, S.W. 9.

In view of their long association with the Bugatti, it is interesting to note that Messrs. Charles Jarrott and Letts, Ltd., will act as one of the three principal agents; the two others being Messrs. B. S. Marshall, Ltd., and Messrs. Malcolm Campbell, Ltd., the last-named having the exclusive rights for the racing cars in this country.

THE 7 h.p. TH. SCHNEIDER FOR 1926.

The new Th. Schneider which is to make its appearance shortly in the showrooms of the Welbech Agency has a four-cylinder side valve engine, 63 mm. by 94 mm. (1200 c.c.) which is capable of developing 24 h.p. at 2800 though rated at 9.8 h.p. R.A.C. Four forward speeds are provided and an inverted cone clutch with Ferodo lining is used. A very efficient four-wheel brake system is one of the features of this interesting model and the equipment includes lighting and starting, grease gun lubrication, shock absorbers front and rear, low pressure tyres, speedometer, clock, oil gauge and a good kit of tools. We are informed that the 7 h.p. Th. Schneider is not intended to compete in any way with the "popular" grade of car, being a high-class production in all details.

Motor-Cycle Speedmen.

C. W. G. LACEY.

By A. A. R.

IT takes many lights to stage a play and the lesser are by no means the least important; in the same way Brooklands would be very bare without those men who form the "field" and create the background against which the stars scintillate.

In time, however, the background splits up to reveal another background and the stars are then the men who in the first instance were comparatively unknown.

C. W. G. Lacey has passed through this stage, but now as the official nominee of Le Vack, in the 350 class, he is well on his way to fame and a short enquiry into his career will not be out of place.

At the early age of twelve we find Charles Lacey keenly interested in "stinks," which interest became fully developed in following years by the acquisition of various chemicals which eventually formed the basis of a small laboratory; in 1916, however, the "lab" proved too small to provide real scope for his activities and Lacey commenced his motor-cycle career with the purchase of an old single geared N.S.U. with coil ignition.

The bottom of the ladder is the best place to start whether it be in stockbroking or motor-cycle racing, and with this old machine Lacey undoubtedly gained that valuable experience which makes all the difference between the rider who nurses his mount and the one who treats it purely as a piece of machinery and as such a means to an end only.

1921 saw the start of competition work, and by careful tuning and attention to the most minute details Lacey was able to obtain 71 m.p.h. over the half mile out of an old belt-driven Rudge. This was somewhat of an achievement for an amateur and he would have doubtless carried off a few trophies with this machine if only he could have obtained a belt to stand up to the work for any period. After playing with the idea of fixing chain drive on the Rudge, he eventually decided against it, and selling the Rudge, he launched out and purchased a Cotton, the frame of which appealed to him greatly.

After spending many weeks in careful tuning he at last ventured forth into open competition work and his enthusiasm was rewarded before many weeks had passed by his success at the A.C.U. meeting at Kop in 1923, where he made fastest time in the 350 class. From that date he has gradually been getting those extra miles out of his machine; since he first bought it the modifications have been legion, frame and engine being continually altered, perfect weight distribution and maximum speed being the goals to be obtained.

Lacey has unique opportunities for such work, as he is employed on the building and tuning of certain special cars, having risen to this position after an apprenticeship as tool maker to a big general engineering firm.

From the above remarks it will be seen that Lacey is not yet a professional rider; at the same time he naturally does not class himself as an amateur in the strict (and only) sense of the word, as he has found it necessary to receive support from various firms. This motor-cycle racing is a very expensive game and Lacey is to be congratulated for tackling it off his own bat; his determination has been rewarded by a regular list of successes, amongst which his record for Alms ranks first in our opinion. For nearly three years he has held the time of 24½ seconds for a quarter-mile course up Alms; this was only just beaten this year by Guyler on a big Indian; his time being 24. When the engines capacities are taken into account Lacey's achievement is by far the more meritorious; charging the Cannons at 48 m.p.h. is no mean feat.

Kop Hill was again the scene of his victory in 1924, where he retained the open 350 c.c. record for the ascent at the Essex Club's meeting. In 1925, he was beaten by Handley by ⅛ sec. only. On July 19th, 1924, he obtained a second place in the 350 c.c. race of the South-Eastern Centre, and not content with this he worked from the following Monday till Wednesday morning in anticipation of the Essex Club's mid-week Brooklands event. Here, at last, he was supreme, beating Spring's Norton in the 3-lap Junior Handicap up to 500 c.c. In the following race, the 3-lap Senior Handicap up to 1,000 c.c. he ran second to Allchin on his 996 Zenith, only being beaten by twenty yards.

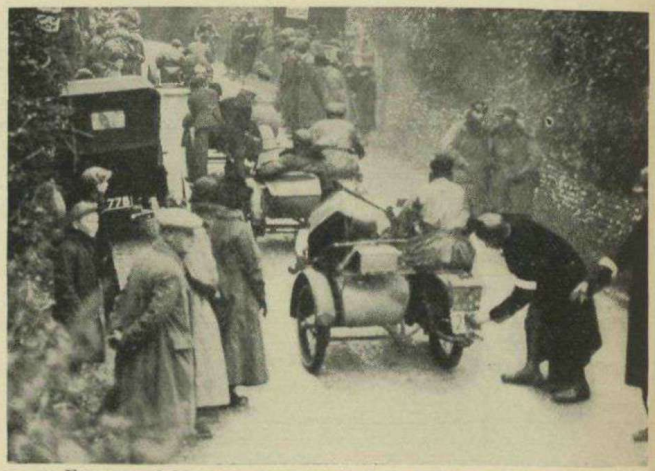
Last year he performed with great consistence at the track, eventually coming in third at the championship meeting.

Discussing that race with him, we learnt that while he was lapping at over 87 m.p.h. it came on to rain slightly, and striking the smooth patch at the end of the railway the machine went completely across the track. This apparently is a not unusual occurrence, but, in this case, says Lacey, the bike took longer to straighten out than usual, a rather unnerving experience, but all in a day's work for the track expert.

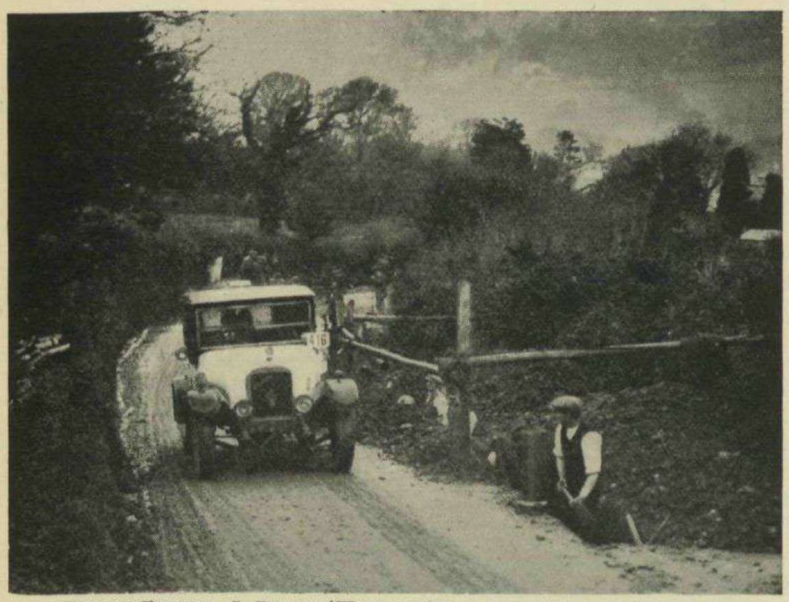
It may interest our readers to know that Lacey believes in letting a wobble work itself out; in no case does he

London-Gloucester and

LONDON–GLOUCESTER: J. POLLITZER (ALFA ROMEO) SUFFERS WITH WHEEL SPIN.



LONDON–EXETER: A MARSHAL CLEANING NUMBER PLATES AT THE RE-START TEST.



LONDON–EXETER: L. BEADLE (WAVERLEY) PASSING A "ROAD-UP" SECTION.

LONDON–EXETER: W. PARKER (DOUGLAS) STARTING THE SALCOMBE TIMED TEST.

LONDON–EXETER: G. H. MARTINEAU SALMSON) ON SALCOMBE HILL.

LONDON–GLOUCESTER: A CONTRAST IN STYLE WITH THREE WHEELERS.

London-Exeter Pictures.

LONDON–GLOUCESTER: J. HAVERS (RILEY-LYNX) ASCENDING QUARRY HILL.

LONDON–EXETER: E. A. CULLUM (P. & M. PANTHER) ON A ROUGH PART OF SALCOMBE HILL.

LONDON–GLOUCESTER: OVER THE WORST PART OF QUARRY HILL.

BAULKS WERE FREQUENT ON THE GLOUCESTER TRIAL.

AT THE START OF THE LONDON–GLOUCESTER TRIAL.

LONDON–EXETER: R. C. GLAZIER (WINDSOR PASSING T. H. CLARK AMILCAR).

MOTOR-CYCLE SPEEDMEN—continued.

ever try to force a machine's head back into a straight course; up till now, his method has not failed on his particular machine; perhaps this is why he has never been off on the track, but careful driving counts for a lot, and tells heavily in the long run. Men like Segrave and Handley would not now be in their present position if they had driven recklessly in the past.

Curiously enough, Lacey's worst crash occurred on the road when he was returning from Brooklands at a relatively quiet pace. A big Daimler completely wrecked him for seven weeks by touching the end of his right handlebar in an attempt to squeeze by. Apart from this, and a crash on Kop while practising, Lacey has been singularly fortunate in avoiding those little tumbles on the concrete.

Although occupied at the present with his 344 Cotton J.A.P., we may soon expect to see Lacey enter the arena professionally, he rather aspires to big twin work, but is dubious of his ability to hold them, as he is by no means heavy, at the same time he is not as small as some of the present day big twin exponents. We do think that we shall see Lacey across a 1,000 c.c. machine next season, however, as he aims, rather wisely, at coming out at the top of the 350 c.c. class first and, perhaps, even taking up 500 c.c. work in conjunction with the smaller machines. With his light weight and unmistakable crouch he is absolutely built for the smaller machines; we are of the opinion that he would make an admirable T.T. rider, his style being considerably better than a great many we saw in the island last year.

C. W. G. Lacey Rode with Great Consistency in 1925.

London—Exeter: D. de Burgh and W. McKechnie (Windsors), make Steady Climbs on Salcombe Hill.

B.A.R.C. FIXTURE LIST, 1926.

(Weather and other circumstances permitting.)

PRINCIPAL MEETINGS.

Easter Monday, April 5th ...	B.A.R.C. Easter Meeting
Whit Monday, May 24th ...	B.A.R.C. Whitsun Meeting
Saturday, July 3rd	B.A.R.C. Summer Meeting
Monday, August 2nd ...	B.A.R.C. August Meeting, Grand Prix de Bretagne
Saturday, September 11th ...	B.A.R.C. August Meeting
Saturday, September 25th ...	Junior Car Club, 200 Miles Race

BRITISH MOTOR-CYCLE RACING CLUB MEETINGS.

Saturday, March 20th	Saturday, July 10th
Saturday, April 10th	Saturday, July 24th
Saturday, May 15th	Saturday, August 28th
Saturday, June 26th	Saturday, September 18th
	Saturday, October 9th

IMPORTANT CONTINENTAL AND BRITISH EVENTS.

Sunday, April 25th	Targa Florio and Florio Cup
Sunday, May 30th	Indianapolis 500 Miles Race
June 12th–13th	Le Mans, 24 Hours
June 14th, 16th & 18th ...	A.C.U. Tourist Trophy Races
Sunday, June 27th	Grand Prix (France)
Sunday, July 25th	Grand Prix, Europe (San Sebastian)
Monday, August 2nd ...	Grand Prix (England)
Sunday, September 5th ...	Grand Prix (Italy)

Other club fixtures will be announced in due course.

THE LONDON–EXETER–LONDON RELIABILITY TRIAL.

AS SEEN BY A TRAVELLING MARSHAL.

EVERYONE knows that this year's "Exeter" attracted a record entry and that the competitors had a wonderful time, with plenty of gold medals and so on, therefore there is no object in making another report on the Trial. Our remarks will consequently be confined to a few observations made during the course of the run, which was made on a four-seater sports Riley—and a very nice little 'bus it proved to be, too.

Our crew comprised Mr. T. D. H. Bond, Wireless Engineer, of the Western Electric Co., in charge of the orchestral effects—a seven-valve Western Electric Supersonic with a two-valve amplifier; Mr. G. F. Simond, Trials Secretary of the Cambridge University Motor Club; and the writer, all of whom are to be seen in the flashlight picture taken before the start.

Bond displayed wonderful packing skill in arranging the powerful wireless set in the back of the car, leaving room for himself and various "properties" in the eatable line. Simond contributed several No. 1 size brain waves, chief of which was the fitting of a temporarised roof light for route checking. Incidentally, he was in charge of the timing arrangements, armed with two Accuraspeed watches, and sundry route cards, note books and other odds and ends of stationery.

Our Arrival at Staines.

The arrival of the Riley accompanied by strains of music from 2L.O, attracted a certain amount of attention, causing us to be pounced upon by the Press photographers with the result that we suffered from flashlight blindness several times in quick succession.

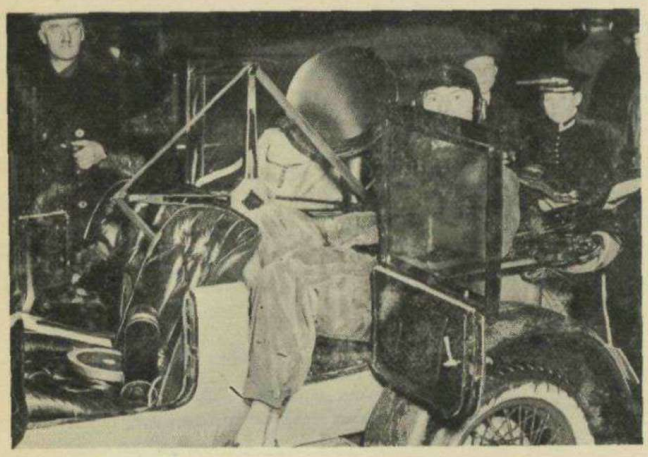
Music also cheered our way along the narrow passage through the spectators up to Mr. F. T. Bidlake, and sharp on time we got away. The Riley was evidently in very good form, and did not seem to mind its rather heavy load in the least; and, what is more to the point, gave plenty of room for good travelling comfort.

THE WIRELESS-EQUIPPED RILEY-SPORTS AND ITS CREW: LEFT TO RIGHT, THE EDITOR OF "MOTOR SPORT," T. D. H. BOND AND G. F. SIMOND.

Soon after Bagshot was passed B. B. F. Russell (Morgan) came past at speed, trying to make up time, as at this point he was over half-an-hour late. Leaving Hook, we espied a peculiar object perched on the grass at the roadside, and stopping to investigate, we discovered it to be an A. V. Bicar, completely deserted by its crew, who had evidently abandoned all hope.

Just about this time the rain stopped and a bright moon rendered headlamps unnecessary, giving us hopes that we were to have a really enjoyable "Exeter." Beyond Overton we stopped to console D. J. Stone, who was looking woefully on a queer little vehicle, which in its young days had been a Stellite, but now

THE LONDON-EXETER-LONDON RELIABILITY TRIAL—continued.



MR. BOND AND THE WESTERN ELECTRIC WIRELESS SET OCCUPIED THE REAR SEATS.

boasts an Angus-Sanderson radiator and things like that. His trouble was due to a faulty big-end bearing, which put him out of the show.

Proceeding along the road to Andover at schedule speed (*sic*) we were aroused from our dreams of gold medals by a furious "honking" from the rear, and giving way we saw H. W. Potter (McEvoy and sidecar) well down to it, making up time.

On entering Salisbury we encountered R. Straker, who should have been following us, but it appeared his 'bus could not be made ready in time, so he had to cancel his entry. Here the usual replenishments for car and crew were effected, and we met several old motoring friends.

Near Barford St. Martin, L. Martineau stopped to make an adjustment to his very smart little sports Gwynne, but got going again a few minutes later.

A Belated Soloist.

R. W. Ord (498 A.J.S.) had evidently had more than his share of trouble, for we passed him stranded just before entering Honiton. Hereabouts Bond, who had gone to sleep as the stations had shut down, woke himself up with the announcement that "Little Lord Fauntleroy wants to stretch his legs," and during the stop tried to demonstrate with an automatic pistol, which to our intense relief jammed hopelessly. Here we decided to change plugs as a precaution, Simond and Bond doing this whilst the driver took the only nap he had a chance to get. On leaving the check at Honiton we approached an interesting section of the course, and just before the bottom of Peak Hill, observed N. A. T. Parris (Norton and sidecar) had retired in Sidmouth. Peak Hill presented no difficulty to the heavily loaded Riley, and we reached the check at the top dead on time, according to Mr. Spikins from Dent. Simond, who had been watching the speedometer, reported a minimum speed of 20 m.p.h. on the hill. Knowing the difficulty in maintaining schedule speed over the next section, we trod heavily on the gas and after ten miles discovered that we had our full ten minutes early in hand. This speaks well for the performance of the car, as all who know the section will appreciate.

Striking the main road outside Exeter we encountered the solo motor-cyclists on their return journey, the first two to appear being P. A. Wills and F. J. R. Heath both on Hendersons.

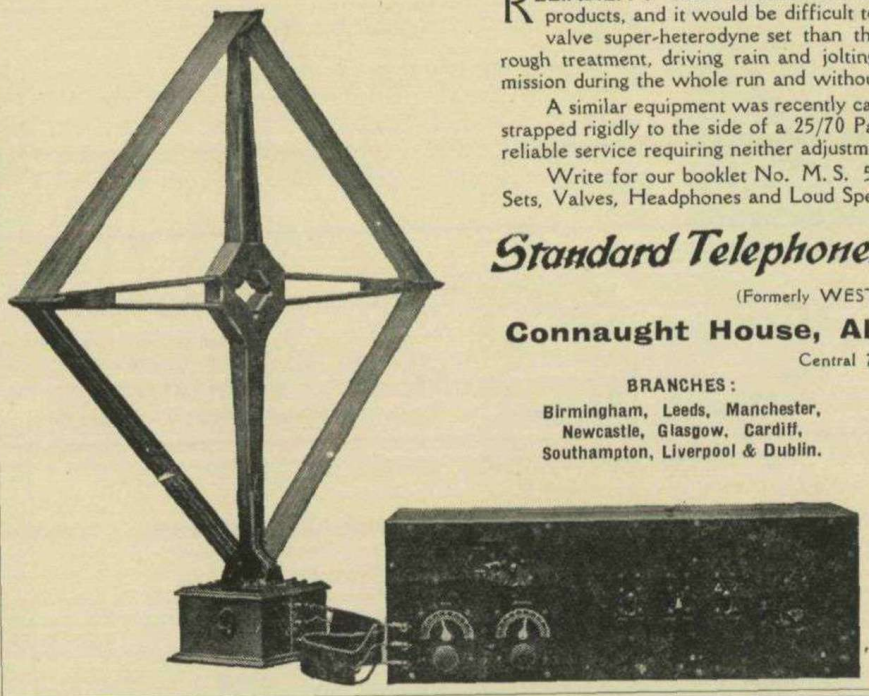
We checked in at Exeter, parked the Riley, and then made preparations for the return journey, finding to our dismay that the Thermos had broken, but our hunger was satisfied with odds and ends extracted from among the wireless flotsam in the back of the car, and then we decided unanimously:—1. That the route had been splendidly marked (bouquet for M.C.C.). 2. That police and road scouts were an absolute blessing (more bouquets). 3. That we were models of what travelling marshals should be. 4. That the Riley is a model of what a competition car should be. 5. That the "super-het." was *the* goods. These resolutions so inspired Bond that he energetically cleaned screen, side curtains and number plates. Meantime little boys anxiously inquired "Who came in first, mister?" whilst one bright lad remarked about a neighbouring car, "It's a Frazer-Nash; it looks just like a Rolls-Royce." J. A. Driskell (D.F.P.) arrived complete with bright blue *beret*, having stopped at Honiton to repair his dynamo, failed on Peak through lack of petrol; but he managed to check in on time at Exeter. H. R. Taylor (D'Yrsan) excited interest among the spectators as he nimbly jumped out of his car in spite of having only one leg.

On the Return Journey.

On leaving Exeter we were somewhat harassed by the mud-slinging properties of a Morgan driven by A. T. Clark, who splattered our newly-washed faces, despite side curtains and half-open wind-screen, and then went ahead to pay similar attentions to the passenger in the back seat (!) of a Frazer-Nash. Speaking of the Frazer-Nash contingent, they were particularly fast and nippy, but some of the drivers paid the inevitable price of ultra high speed, namely, tyre trouble, E. P. Paxman being one of the unfortunates.

The first hill of interest on the way home was Marlpits, which, however, proved to be an easy climb for the Riley, and we almost overtook a two-seater of the same make which commenced the climb about a hundred yards ahead of us. On the right-hand bend half way up Marlpits we passed T. H. W. Clarke (Amilcar), who had stopped with engine trouble. It was not serious, however, as he passed us a little later going strong. Several competitors, ourselves included, were obliged to exercise a lot of patience down Hatway Hill, owing to the extreme caution of one driver who kept at a snail's pace, evidently under the impression that he was in a five mile limit. We had nearly forgotten what the accelerator pedal was for before we reached Salcombe, but the delay gave us time to reflect upon the gloomy demeanour of R. C. Elwes' passenger for whom the Exeter did not seem a pleasure trip.

A Reliability Trial



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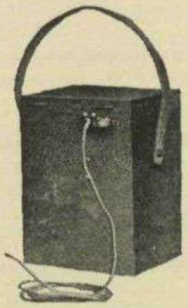

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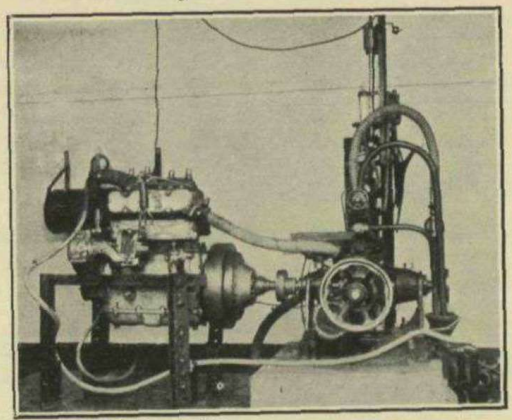

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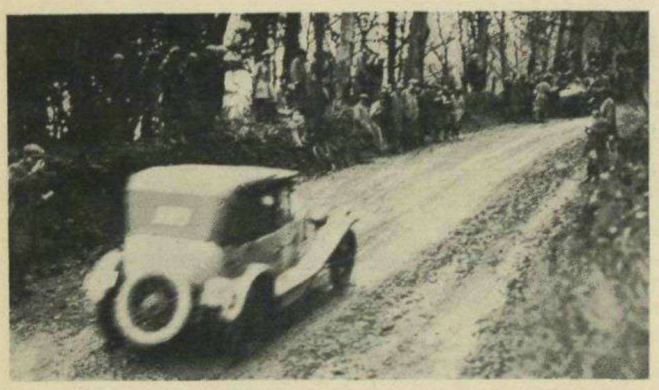
THE LONDON-EXETER-LONDON RELIABILITY TRIAL—continued.



THE RILEY GOING STRONG UP SALCOMBE HILL.

On Salcombe Hill.

Coming within the 1,500 c.c. class we had to average at least 15 m.p.h. on Salcombe from a standing start, but the cheerful little Riley romped up in great style without dropping below 20 m.p.h. Clarke's Amilcar gave some trouble on this hill, and R. Antony (Matchless) also failed to make the ascent. At Colyford, 8½ miles from Salcombe, Bond once again began to agitate the æther and we had ten minutes of light music, which caused much amusement among the villagers. A little later E. J. S. Stafford (Rudge and sidecar) passed us, endeavouring to make up time, but can have had little hope of even a bronze.

The officials at the Axminster check were greeted with " He's a jolly good fellow " from the loud speaker and rather suspected Bond of having ventriloquial powers. We did not stay long here as we wanted to get to the " stop and restart " test on White Sheet Hill. Competitors who were liable to suffer from nerves had plenty to be anxious about, as several stops and restarts were necessary in coming up to the starter owing to congestion on the hill. Had we been at all nervous we should have been reassured by the jovial countenance of Mr. Lionel Martin, who wished us luck as he dropped his flag. The Riley thereupon moved off and was gathering speed as the ten yards mark was crossed, beyond which E. S. Hutchence (A.C.) came to a stop.

An Easy Run Home.

Stopping for petrol at Maiden-Newton, we saw G. Baxter (959 O. E. C. Temple), who had picked up a split pin which damaged his outer cover beyond repair, causing his retirement.

Continuing on our way without further incident, we arrived at the Dorchester check whilst the Western Electric super-het. poured forth the strains of " Auld Lang Syne," and we were very thankful for the coffee and cakes provided by Mr. Churchill (not of Road Fund fame).

From Dorchester to Blandford the good straight roads led to much speed work, in which we were unable to join owing to our official responsibilities as a Travelling Marshal.

At the Salisbury control some despondent individual was holding forth from 2LO, so we cut him out and tucked ourselves up in readiness for the last stage of the trip. During the remainder of the journey Bond kept us awake with wireless and the super-het. was still in great form as we arrived at Staines to put in an indent for a gold medal.

Notes on the Riley Sports.

So much for the journey. This article would not be complete without some special allusion to the Riley, which never gave a moment's trouble during the whole trip. The car justified its reputation for " Rileyability " in every way and was most comfortable to drive. Even when pressed hard the engine loved its work and proved capable of revving up to 3,700 for minutes on end without creating the slightest anxiety. No actual timed acceleration tests were made, as on the way home we had a strong following wind which would have prevented a fair measure of performance, but the car got away very well indeed at all times.

High ultimate speed has not been the object of the designers, though fully loaded the car touched 65 m.p.h. on several occasions. It gets into its stride quickly and without fuss, so that at the end of our run we were unanimous that the Riley is a splendid car for the sporting driver who likes trial work combined with fast and comfortable touring.

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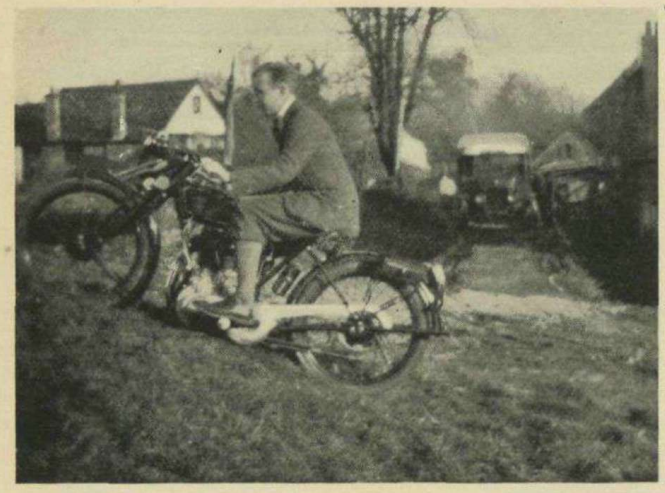


"STUNTING" ON SEMI-FROZEN GRASS.

SPORTING MACHINES ON TEST.

THE 4·9 O.H.V. SUPER-SPORTS NEW HUDSON.

By ARNOLD RADCLYFFE.

THE most imposing feature of this particular model of the New Hudson selection is without doubt the engine itself; placed well forward in a rather unconventional position, it allows the magneto to be safely located behind the cylinder, at the same time leaving plenty of room for extra toolbags, a generator or accumulators. Naturally, this is not the designers' reason for placing the engine where it is; stability has been their aim and the result is a great improvement in the machine's road-holding properties.

It was very greasy on certain sections of our test route but never once did the New Hudson show any signs of wanting to skid; after a time complete confidence was established and "stunting" on semi-frozen grass was attempted.

Even on full lock the machine seemed to retain its good qualities and any manœuvre could be carried out with impunity; certain it is that the straight-sided, heavily ribbed Dunlop cords helped matters considerably and cornering was also greatly simplified by the design of these tyres.

To return to the engine; the dimensions of the bore and stroke are 79.5 and 100 respectively, bringing the machine just into the 500 c.c. class. The whole unit is very solidly built and looks fit for heavy duty and plenty of it; at the same time, it is lively, but the impression one carries away is that it is an engine which will last. Weight has nowhere been sacrificed and the sensible size of the overhead gear gladdens the heart. Not only are generous roller bearings fitted, but a roller is fitted to the end of the rocker arm where contact is made with the valve stem.

Many critics view this with an unfavourable eye, what time muttering: "Exposed part," "Soon wear flat," etc.; well, if the right steel is not employed, we can agree with them, but it is unthinkable that the wrong material could be employed by a firm with such a reputation and the feature becomes one which should assist greatly in eliminating continual tappet adjustment.

Working downwards we view the push rods with their dainty "skirts"; these "skirts" should be very useful in keeping grit away from the tappet guides and in minimizing the wear on the tappet heads.

The only disadvantage of placing the engine well forward is that it necessitates sharper bends in the exhaust pipe, but when the large size of this is taken into consideration, the small amount of extra back pressure vanishes or is at least negligible when touring.

The New Hudson bristles with good points, by which I mean that the designers have obviously benefited by experience and tackled the job of improving those small points which at first sight mean so little but which, eventually, prove a source of great annoyance to the rider. I will give a few instances.

The back brake adjustment is by knurled knob at the end of rod which gives enormous leverage necessitating very little effort on the part of the rider. The front brake is also made to work, but is not too powerful. Another good point is the provision throughout of those very neat "Flexekas" type springs; they look smarter and they do not collect mud in the manner of their brethren the coil springs.

The kickstarter spring is better in theory than practice, the one on this machine looked very strong (being made in triplicate), but actually it was too strong as it had to be pushed back every time; however, it erred on the right side.

Other small points include a decent-sized head lug, smart and useful chain guards, shock absorbers for the front forks, sensible stand clips, double valve springs, return rocker springs, steering lock stops, and grease gun lubrication.

I found many more little refinements but a catalogue of them all would be tiresome, so that before turning

THROUGH ROUGH COUNTRY WITH THE "NEW HUDSON."

SPORTING MACHINES ON TEST—continued.

to general performance I will deal with one or two of the major features of the bike.

The Terry Q-Spring Saddle is at last standardised on this model, and most of my readers will agree that it is a step in the right direction; too long have we put up with being supplied with some super-hot-stuff mount only to find that we have to sit perched as on a pole or buy a super saddle to go with the 'bus.

The last point worthy of honourable mention is, of course, the finish; New Hudsons have made a name for themselves where finish is concerned; few manufacturers turn out their machines so well; both enamel and plate are of highest quality and they combine to make the New Hudson a mount which anyone cannot but take a pride in.

neatly clipped, but it is a feature which is undesirable, but one that cannot easily be overcome.

The mudguards could be a little wider, especially the front one; they are well made and of stout "D" section, but personally, as I have said, I should like to see them at least half-an-inch wider.

The last detail is that the footrests are not adjustable. That they should be is undoubtedly desirable as we have not all the same length of leg and I for one would not like to raise the saddle position.

Road Performance.

Unfortunately, this particular machine was too new to be tested by any usual "all out" methods, and maximum speeds had to be estimated from the general

THE "NEW HUDSON" SHOWS UP WELL ON A COLONIAL TEST.

However, all good things have their weak points and I must turn the cold light of adverse criticism on the New Hudson for a few moments.

The glaring fault which everyone who saw the machine pointed out to me is that the brake pedal is mounted on the left footrest; the remedy for a very bad piece of designing is obvious; all I can say in support of the position is that the pedal is uncannily there when you want it and that it has a very sweet action. Nevertheless, some people prefer a toe pedal as the heel action becomes useless when descending a sharp hill.

On a machine of such obvious refinement one expects to find some means of drawing off petrol from the tank without having to flood the carburettor or dip one's handkerchief in the filler orifice. An extra tap should be standard on all machines as one is continually wanting to drain one's tank if one happens to live, say, in the Isle of Wight.

The profusion of pipes made necessary by the mechanical and hand oil pumps is ugly; certainly they are very

performance. At a later date, when the engine is fully run in, it may be possible to obtain these speeds accurately for the benefit of my readers.

Starting by the kickstarter did not prove as simple as it ought to be, until the eccentricities of the two jet Binks had been mastered; no difficulty was then found in starting up first kick. This particular carburettor is as interesting an instrument as any model that is turned out from the Binks factory. Quite recently I have had the opportunity of trying one out on several types of machines and in every case a decided improvement has resulted. New Hudsons are wise in fitting such a good instrument which combines fierce acceleration with slow tickover, all without undue complication.

In contrast to some super-sports machines the 4.9 New Hudson is very docile in traffic and temporarily assumes the mantle of a four-cylinder; it behaves as though it were built for traffic work all its life, and yet when the open country is reached it quickly shows one that high revolutions are as easily obtained as low ones.

Round the Clubs

JUNIOR CAR CLUB.

The following events are planned to take place during 1926 :—

April 17th. Spring Race Meeting. This is a revival of the Race Meeting which was omitted in 1925 in favour of the High-Speed Reliability Trial, which proved such a success on May 2nd.

June 5th. High-Speed Reliability Trial. Actual conditions of this trial are at present under consideration by the Events Committee.

July 17th. Long Distance Production Car Race. This will be something entirely new and will be confined to standard cars altered within certain specified limits.

Sept. 25th. Two Hundred Miles Race. This will be the sixth time this classic race will be run. The actual course is still a matter of deliberation.

The Annual General Meeting of the Club will be held at the R.A.C. on Wednesday, January 27th.

NEWCASTLE AND NORTHERN CLUB.

The annual Bohemian concert and prize giving was held in the cottage, Northumberland Road, on the 25th November.

The prizes were distributed by Mrs. E. Willan, and the recipients were as follows :—

Corby Hill Climb.—A. Jennings, 1 ; N. Milne, 2 ; Mrs. Ritson, 3.

Berwick Reliability Trial.—Bronze Trophy : G. Urwin, 1 ; N. Moore, 2 ; W. F. McCullagh, 3 ; Bronze Medals : Mrs. Ritson, A. Jennings and W. Leatherhead.

Whitby Reliability Trial.—Arthur J. Lucas, Bowl : G. Urwin and J. Percy, 1 ; N. Milne, 2 ; A. Jennings, 3.

Open All Night Reliability Trial.—Closed Trophy : J. Percy. In the open class, J. Percy and J. Bainbridge tied for first place, and W. F. McCullagh was third in both events.

Shap and Alston Reliability Trial.—Anderson Cup : J. Percy, 1; E. Reevely, 2 ; A. Jennings, 3 ; Special Prize : R. Taylor.

Darlington and Barnard Castle Reliability Trial.—Sir A. Leith Cup : A. Jennings, 1 ; J. Jennings, 2 ; Special Prizes : J. Bagnall and W. Milne.

NORTH-WESTERN CENTRE A.C.U.

The results of the N. W. Centre's trial on November 22nd are as follows :—

Dunlop Cup and Carbjector Cup : Held jointly by J. B. Clegg and W. Howard.

Sunbeam Cup : H. S. Wheeldon.

President's Rose Bowl : M. Gavson.

Replica Cups : J. B. Clegg, H. S. Wheeldon, W. E. McClure, H. R. Lees, W. Howard, M. Gavson, F. W. Gattrell, W. E. Smithie and N. Drey.

Silver Medals : G. Astbury, T. L. Hatch, E. H. Clifton and E. F. Hunt.

Bronze Medals : D. Williamson, G. Bramwell, J. D. Smithie, S. A. Marks, N. T. Bennett, B. Harrison and H. Tielden.

Hon. Secretary.—G. W. Nabb, Stockdove Road, Cleveleys, near Blackpool.

B.S.A. M.C.C.

The Colonial Speed Trial which was to have been held on 13th December, has been postponed until January 10th. The delay is due to some difficulty in obtaining the necessary police permit.

WHITWELL AND DISTRICT M.C. AND L.C.C.

A hill climb, held at Cresswell Crags in Derbyshire, proved very difficult and only three competitors succeeded in making clean ascents. The spectators were to be blamed for many failures, as they insisted on crowding the course.

The results were as follows :—

Silver Medal : J. W. Melville Huby : Douglas.
Bronze ,, : C. R. Snell : A.J.S.

This Club also held a very successful dance on 18th November, many novelties helping to entertain the company.

RAVENSCOURT PARK AND DISTRICT M.C.C.

A half-day sporting trial was recently held by this club, starting from the Marquis of Granby, Esher, and finishing at Ripley.

The course included Oxshott, Bookham and Ranmore Common, and one observed hill of one in five.

Owing to the bad surface no non-stop ascents were made ; L. Western accomplished the neatest climb on his Norton. At the famous Newlands Corner, started a two-mile section of deep mud which provided much amusement for all. Despite the quantity and quality of this mud a number of riders actually got through without stopping.

Results :

Gold Medal ...	L. Bailey ...	Norton
Silver ,, ...	L. Western ...	Norton

The social secretary is now Mr. L. Stiles, of 172, South Ealing Road, South Ealing, W. 5.

NORTHAMPTON M.C.C.

A real super sporting trial held by this club recently resulted in the following prizes being awarded :—

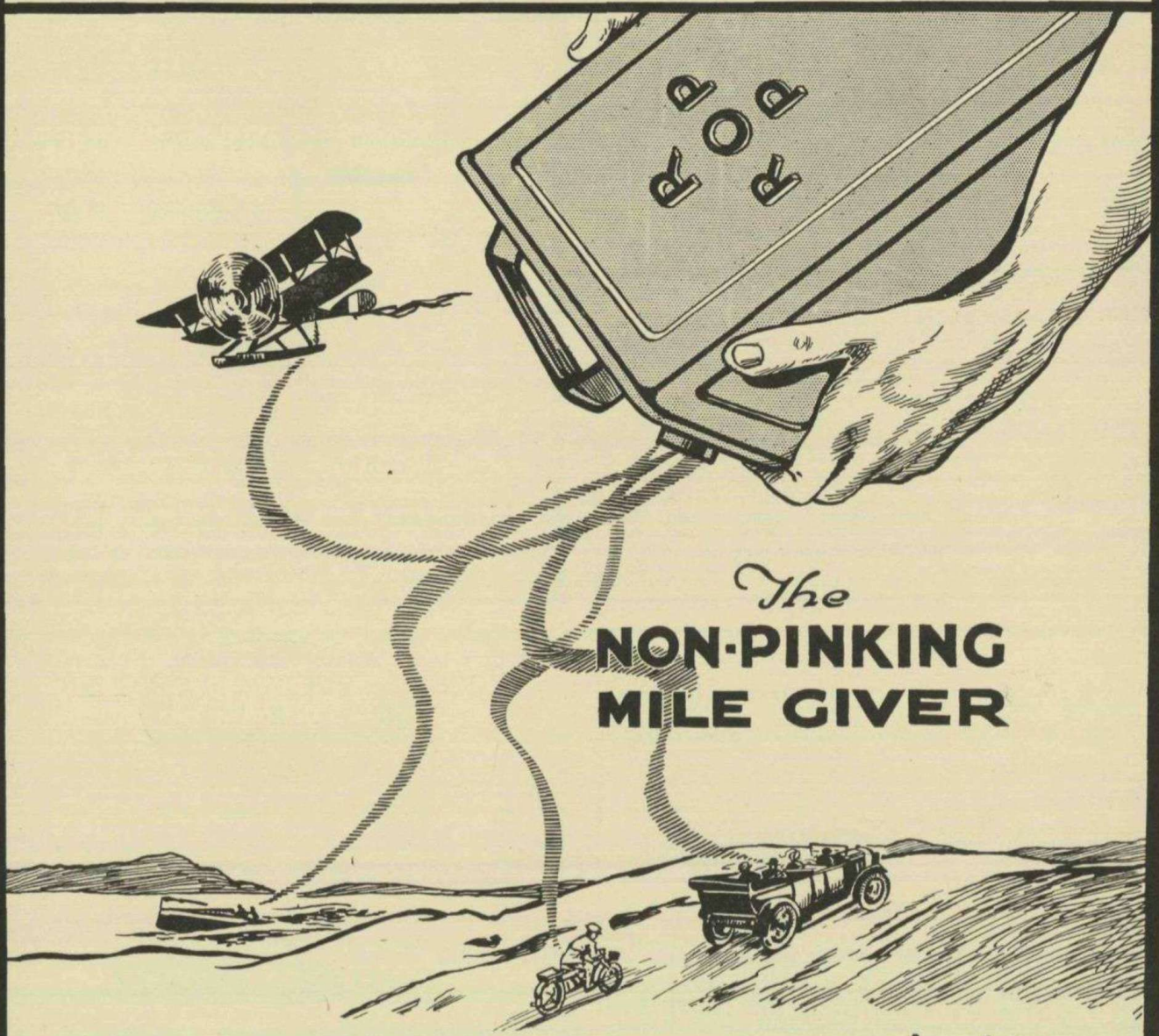
Silver Cup	A. C. Payne ...	Ariel
Silver Medal ...	A. Sangster ...	Ariel
,, ,, ...	J. Bland ...	Raleigh
Bronze Medal ...	W. Freestone ...	Velocette
,, ,, ...	A. E. Catt ...	Enfield

BOHEMIAN M.C.C.

This club organised their first run on November 29th, and a goodly crowd of members set off to negotiate some very treacherous going.

The run ended with tea at the Red Lion, Hatfield, and an impromptu concert proved a good finish to their first day's run.

R·O·P



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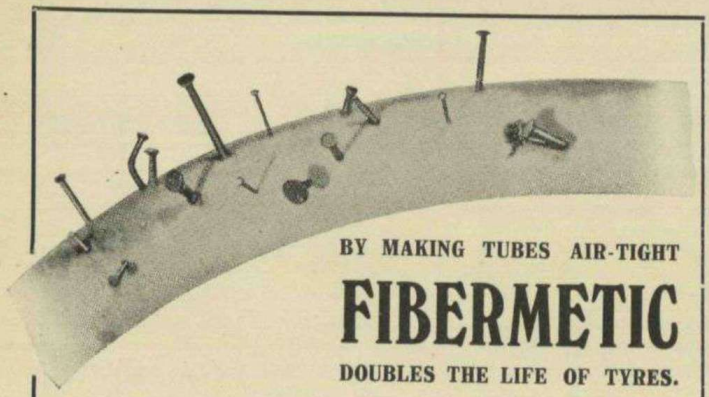

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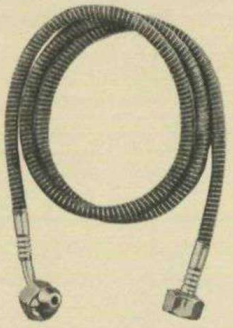

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ROUND THE CLUBS—continued.

THE WESTERN CENTRE AUTO-CYCLE UNION.

The Team Trial of the Western Centre was run off over one of the finest sporting courses to be found in the country; the actual course was only fifteen miles long, but it had to be covered twice and the thirty miles included no fewer than fourteen observed hills, all of them boasting a severe gradient. Contrary to the usual procedure of a sporting trial of this nature, there were no watersplashes or impossible mud baths, these being calculated to hinder the actual programme of the competitors and, therefore, considered undesirable in a trial of this nature.

The run commenced at the Bear Inn, near Stroud, and before a mile was covered the first hill was encountered; this was Giddynop, a rough climb with an acute left bend.

Here excellent climbs were made by C. W. Peters (348 Baughan), R. Brown (Zenith) and G. Dance (Sunbeam), the latter appearing in very good form. An exciting incident occurred when A. Paley caught his glove in the throttle of his Enfield, thus opening full out and causing the machine to charge the bushes. Uninjured, but with a damaged machine, he continued.

Two more hills and then came the famous Mutton Hill near Chalford, which was responsible for the failure of all but six solo riders.

Again, two more hills before the *piecè de resistance* was reached; this was Mount Vernon, and its quality can be judged from the fact that it was reserved for solo riders only.

Outstanding performances were made by the following:—C. W. Peters (Baughan), O. Payne (Zenith), C. King (Baughan), G. Dance (Sunbeam), L. Hall (Cotton), V. Holman (B.S.A.), G. Iles (Baughan) and R. Dee (Rudge).

The second circuit only served to show that it was a question of good riding more than good machines, as the star performers of the first round repeated their efforts on the second.

Results were quickly worked out and were available after tea, which was taken at Stroud.

Teams:

1st	G. H. Goodall H. F. S. Morgan W. A. Carr ...	Morgan.
2nd	H. P. Baughan W. E. Hayward C. W. Peters ...	Baughan.
3rd	G. Dance ... N. P. O. Bradley R. G. Beesley	Sunbeam

Individuals:

GOLD MEDALS.

C. W. Peters	Baughan
R. F. Brown	Zenith
G. Dance	Sunbeam
C. Ramstedt	Cotton
H. H. Locke	Sunbeam
V. Holman	B.S.A.
G. Isles	Baughan
A. J. Clarke	Rudge
R. Dee	Rudge
H. P. Baughan	Baughan
G. Goodall	Morgan
W. A. Carr	Morgan
R. G. Beesley	Sunbeam S/c.
N. P. O. Bradley	Sunbeam S/c.

SILVER MEDALS.

W. E. Hayward	Baughan
N. Slatter	Enfield
P. Chadney	Enfield
C. King	Baughan
F. G. Morgan	Cotton
H. B. Poulton	Hawker
C. A. Locke	Sunbeam
C. H. Jayne	Cotton
H. F. S. Morgan	Morgan

WINDSOR M.C. AND L.C.C.

Members should note that this club has now moved its quarters to the Prince Christian Hotel, King's Road, Windsor. The Hon. Sec. is Mr. L. M. Lightfoot, of 42, Alma Road, Windsor.

ROCHDALE AND DISTRICT M.C.

The Club's fixtures as arranged at present for 1926 are as follows:—

February	7th ...	Reliability Trial.
March	14th ...	Reliability Trial.
April	18th ...	Freak Hill-Climb.
May	2nd ...	Reliability Trial (Stott Course).
July	7th ...	24-Hours Reliability Trial.
September	26th ...	Stott Trophy Reliability Trial.

ILKLEY AND DISTRICT M.C.

The last trial of the year was a stiff one; ninety miles in length and including some hard going; Otley was the starting point, and for about fifty miles the roads were good, but in the afternoon a sterner programme ensued including the deserted hamlet at West End and the ascent of Beamsley Beacon. Nevertheless, twenty-one finished out of twenty-eight and the awards were as follows:—

Waite Cup and Gold Medal:	F. Marshall, A.J.S. & S/C.
Brooks Trophy and Gold Medal:	C. H. Wood, Scott & S/C.
Silver Medal:	W. Clough, Scott & S/C.
Bronze Medal:	W. Bradley, Scott & S/C.

SPEN VALLEY MOTOR-CYCLE AND LIGHT CAR CLUB.

The Club's annual dinner was held at the George Hotel, Cleckheaton; Mr. H. A. Davison presiding over a very good attendance.

The feature of the evening was the presentation of cups and trophies won during the year; Mr. Eric Myers handed the cups to the winners, whom, he said, had thoroughly earned any prizes they might have gained in motor-cycling. He made mention of the fine performance of T. Bullus in the Isle of Man, arguing that he stood now amongst the premier riders of all England.

After Mr. Davison had replied with a vote of thanks, the secretary called the members' attention to forthcoming events, which included three Whist Drives, a lecture by Mr. G. J. Barry, M.A., and a hide and seek trial. Then followed a musical programme, which was greatly enjoyed by all.

The prize list was as follows:—

CLUB CUPS: Spen Valley to London and back; Messrs. W. Ogley, G. Allen, E. Martin, J. Sexton, H. Cooper, G. Clough and J. W. Mortimer.

BRONZE MEDALS: Messrs. H. Moore, A. N. Cooper, H. A. Davison and C. Winters.

ASH TRAYS: Scottish Run; Messrs. A. N. Cooper, H. Davison, J. Sexton and T. C. Murphy.

ROUND THE CLUBS—continued.

SCANDINAVIA CUP AND REPLICA: Presented by the Club; Mr. W. E. Anderton.
VASES: Mr. W. Ogley.
PRESIDENT'S SHIELD: Mr. W. Ogley.
E. S. MYERS'S CUP: Mr. W. Ogley.
SILVER BOWL: Mr. T. Bullus.
T. H. WILSON'S CUP; With Replica presented by the Club: Mr. H. Cooper.
GOLD MEDAL: Mr. S. Hirst.
SILVER CIGARETTE CASE: Mr. J. W. Mortimer.
CLUB EVENING TRIAL: Messrs. A. Cooper, T. R. Isherwood and W. E. Anderton.

DOUGLAS SPORTS CLUB.

Twenty-three members of the Club had a thoroughly enjoyable day when they attempted to " sight " Messrs. Austin and King during a recent paper-chase.

The hares had ten minutes start, but at the end of a very muddy day, not one hound had succeeded in taking their registration numbers, nevertheless, everyone appeared to agree that the chase had been most exciting.

WATERLOO AND DISTRICT MOTOR CLUB.

List of awards during the past season :—

December 14th, 1924.—Hill Climb.—Peckforton Gap.—
Silver Medal: J. B. Wilson.
February 22nd, 1925.—Sporting Trial—
Silver Cigarette Case: W. Turner.
Silver Medals ... L. Myerscough, A. J. Sullivan, J. McGowan.
Bronze Medals ... H. M. Chipchase, F. Stevens, J. Cunningham and J. B. Wilson.
Special Award ... K. J. Corfe.
June 6th, Speed Trials, 1925—
Silver Cup for Fastest Time of Day ... E. W. Spencer.
Gold Medals ... N. Houlding, C. W. Provis, F. Welsby and C. A. Pashley (2).
Silver Medals ... R. Hornby, G. Spencer (2), C. W. Provis (2), W. P. Cochrane, E. W. Spencer, L. Myerscough, A. McGowan, H. E. Porter, L. Slater, H. Hudson and N. Houlding (3).
Bronze Medals ... S. Andrews, F. Welsby, E. W. Spencer (3) and L. Slater.
August 3rd, 1925.—" Park " 12 Hour Reliability Trial—
" Park " Challenge Cup ... K. J. Corfe.
" Barbour " Cups ... ... J. B. Wilson and A. McGowan (Tie).
" Doward " Trophy ... R. B. Marshall.
Gold Medals ... ... K. J. Corfe, A. McGowan, J. B. Wilson, C. Edge and R. B. Marshall.
Silver Medals ... ... G. Emsley and L. Birkes.
Bronze Medals ... ... H. M. Chipchase, B. Hepton, C. E. Wood and Tony Oldfield.
Team Award ... ... K. J. Corfe, R. B. Marshall and Tony Oldfield.
October 18th, 1925.—Paper Chase Reliability Trial.—
Silver Medal ... E. Heptonstall.
Bronze Medal ... W. Turner.

WIMBLEDON M.C.

Very wintry conditions prevailed for the Boon and Porter Cup Trial held on the 5th and 6th of December. The course was the same as the one used for the London-Land's End as far as Simonsbath and the usual climbs of Porlock, Lynton and Beggar's Roost were retained. The surface of these hills was bad and, after the last one had been ascended, competitors were faced with several miles of ice-bound roads, which the motor-cyclists found extremely unpleasant. Even the car drivers found that without chains they needed occasional outside assistance.

Provisional Car Results:

Boon and Porter Cup: S. E. WATSON (Surrey).
Silver Cups: O. B. MOORE (Morgan).
" " J. HAVERS (Riley).
" " C. O. CONRADI (Salmson).
" " C. L. CLAYTON (Amilcar).
" " G. HOILE (A.B.C.).
" " J. C. CADEMATARI (Amilcar).
Bronze Medals: H. PORTER (Amilcar).
" " V. VENDAN (Frazer-Nash).

The following motor-cyclists completed the course :—
R. G. Groombridge (349 B.S.A.).
G. C. Cobbold (493 Sunbeam).
G. W. Hole (499 Triumph).
H. J. Stokes (980 Coventry-Eagle S/c.)

NORTH STAFFORDSHIRE M.C.

Out of twenty riders only seven completed the hundred mile course of the John Pepper Cup Trial. The circuit included seven watersplashes and many observed hills, one of which had a gradient of one in two and a half, and two hairpin bends.

The Results are as follows :—

John Pepper Cup: E. K. RILEY (New Imperial).
Gold Medal: W. CRATER (Humber).
Team Prize: A. SHAW (Norton).
" " W. CRATER (Humber).
" " P. CARTWRIGHT (Sunbeam).
Prize (Best performances on hill) V. CHALLINOR (Sunbeam). P. CARTWRIGHT (Standard).

HARROW AND DISTRICT M.C.C.

The results of the Committee Cup Trial run over a course about fifty miles long are as follows :—

Committee Cup and Silver Medal: W. J. COKE (B.S.A. and S/c.)
Silver Medal: F. A. WESTON (Triumph).
Bronze Medal: H. V. LUFF (B.S.A.)

SLOUGH AND DISTRICT M.C. AND L.C.C.

Only four riders survived in a fifteen mile sporting trial recently held by this club; conditions were as hard as one could wish for in a trial of this nature and several competitors found it difficult to keep on the course at all. J. W. Burke and L. E. Gibbs were amongst the latter, thereby spoiling otherwise excellent performances.

Results:
H. E. Hewen's Cup: A. G. GODFREY (B.S.A.).
Silver Medal: F. DYKE (Francis Barnett).
Bronze Medal: E. A. CULLUM (O.K.).
" " W. METCALF (O.H.V. Raleigh).
3-gal. Drum of Oil (Presented by Mr. S. Moram.): F. H. DYKE.

The date of the annual dinner at Skindles is fixed for January 15th.

THE "EXETER" TRIAL IN PICTURES.

THE FIRST THREE COMPETITORS TO START.

F. J. WATSON (LEA-FRANCIS) PASSES J. THORN (RILEY).

D. H. NOBLE ON THE NEW ROVER-NINE.

E. HEADLAM (O.E.C. TEMPLE) AT SALCOMBE.

GUS KUHN (VELOCETTI.) TURNS THE WICK UP.

A. H. S. LOVE (MATCHLESS) MAKES LIGHT OF THE TIMED TEST.

ROUND THE CLUBS—continued.

RUGGA-RUGGA M.C.C.

The recent open trial for the Caddell Cup was won by Stanley Woods, riding his 980 c.c. Royal Enfield. The Dublin mountains figured largely in the programme of the course and a watersplash with an unofficial depth was responsible for several drenchings. Altogether, the severity of the course was in evidence throughout its whole length and it constituted a fine circuit over which to settle the tie, which was the result of the Bryan Cooper Cup trial; out of the six competitors, F. Holmes finally won the Cup on his 499 c.c. Triumph.

PRESTON AND DISTRICT M.C.C.

This club recently held its first reliability trial. The course lay by way of Lancaster, Guernmore and Caton to Hornby, but the return journey included several ice-bound lanes which made the run more difficult than was expected.

Challenge Trophy: J. PROCTOR (D'Yrsan).
Silver Medal: P. BARON (McKenzie).
Bronze Medal: C. E. STOTHERT (Sunbeam).

SOUTHPORT MOTOR CLUB.

The R.A.C. has issued a closed permit for this club's race meeting on the Southport Beach on January 9th.

The A.C.U. declined to issue an open permit for the motor-cycle and three-wheeler classes in the "Coast-to-Coast" trial on December 26th and 27th, but the R.A.C. granted a permit for the car class.

HOWE OF FIFE MOTOR CLUB.

Usually content with social runs this club recently held its first reliability trial, consisting of a short twenty-four mile course including three Colonial sections and an observed hill of 1 in 3½. On the whole excellent performances were put up, the following being amongst the star riders.

J. Pringle (Calthorpe). J. Greig (Rex-Acme).
A. Sibbald (B.S.A.). G. Fowlis (Triumph).
J. McDonald (Rudge).

G. Fowlis is to be congratulated on his really excellent effort on the observed hill, mounted as he was on a ten-year-old Triumph.

The secretary of the club is Mr. J. S. Hardie, Rosedale, Falkland, Fife.

PRINTS of some of the Photographs appearing in "MOTOR SPORT" may be purchased by readers. PRICE 2/6 EACH.

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